Works Access Permit

Registration Number: **E1043067**Registration Number: **E1043067**Wellington City Council

Utility Reference: NTH Global Inspection - Non Excavation Heke Ki Poneke

1. Details of Proposed Work

Activity: Asset Inspections/Maintenance, Chambers Access, Drainage Works, Manhole Maintenance, Meter Maintenance, Survey, Other (Specify Detail), Cabinets/Pedestals Access

Address: 0 Omega Street, Newlands, Wellington, 6442 Location in road: Carriageway, Footpath, Berm, Nature Strip WAP valid period: 01 November 2024 to 31 October 2025

2. The Parties

Wellington City Council being a body corporate in accordance with the Local Government Act 2002 ('the Corridor Manager;')

Wellington Water Alliance being an approved Utility Operator in accordance with Local Government Act 2002 submitting a request for access in accordance with that act;

Wellington Water Alliance being the agent of the Utility Operator submitting this request on behalf of the Utility Operator and in accordance with the Utility Operator's statutory rights ('the Applicant').

3. Attachments

Attachment 1 being the Schedule of Reasonable Conditions.

Attachment 2 being plan TMP reference: ATMS 2024-260 V2 Northern Inspection GTMP showing the agreed service location.

4. Background

- (a) The Utility Operator wishes to carry out the works stated on CAR Number E1043067 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.
- *All Contractors, Utility Operators and Principals are Persons Conducting a Business or Undertaking (PCBU) under the Health and Safety at Work Act 2015. The National Code of Practice for Utility Operators Access to Transport Networks applies to all Utility Operators. The Wellington City Council Code of Practice for Working on the Road applies to all other parties working in the road corridor. All parties carrying out work in the roading corridor should be fully conversant with the requirements of the Health and Safety at Work Act 2015 and the code under which they are carrying out their work.

Signed

Arafoords.

Date 30/10/2024

Amanda Wolfaardt acting pursuant to delegated authority.

Time S	Spent Processing:				
	Approved Contractor	Route Plan Submitted	V	TMP Submitted	Stockpiling Arrangements

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);
 - (I) 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;

- (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.

- 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. WRITTEN COMMUNICATIONS REQUIREMENT

- * A letter drop must be made allowing 5 full business days before work commences.
- * Letters to be distributed to all residents, institutions and businesses within 100m of the work site.
- * The letter is to include 24/7 contact details for site management, the expected extent and duration of the work.
- * If there is an intention to relocate obstructing vehicles, this intention and how it will be carried out must be stated in the letter. Refer to relocation of vehicles for the full vehicle relocation procedure

11. HOURS OF WORK

This has been identified in section 8.1 the "WCC Code of Practice for working on the road". Please ensure these times are adhered to. If the timeframes can not be followed please discuss with the TMC. Failure will result in the removal of the site and charges will occur.

12. CODE OF PRACTICE FOR WORKING ON THE ROAD

Your activity must comply with the Wellington City Council Code of Practice for Working on the Road.

The Temporary Traffic Management Plan approval process is now independent of the Corridor Access Approval Process.

You will may receive two approvals for this works. Until you have received both your CAR and TTMP approval you may not commence work on site.

13. **NOISE AND VIBRATION**

- * Special consideration must be made when carrying out noisy works outside the standard working hours i.e at night-time between 6:00pm-07:30am on any weekdays, Sunday's or Public Holidays and/or when using metal plates as temporary surfaces or undertaking noisy construction works
- * Your approval to carry out noisy construction works outside standard working hours must be obtained and the original or copy uploaded to this CAR before work starts
- * The provisions of the Resource Management Act with respect to noise control requirements must be met throughout the course of the work, which includes (but is not limited to) adopting the Best Practical Option (BPO) to manage and mitigate noise
- * If unexpected emergencies mean the notification deadline cannot be met you must still contact and discuss with WCC's Acoustic Team. Contact can be made by emailing noiseteam@wcc.govt.nz or by calling 499-4444 and asking to speak to WCC's Acoustic Team.
- * Any approved WAP is not a permit to make excessive or unreasonable noise or ignore the provisions of the Resource Management Act
- * An approved TMP is not a permit to make excessive or unreasonable noise or do the work it is solely for traffic management.
- * Any approved noise exemption is not a permit to ignore the provisions of the Resource Management Act with respect to the management of noise and vibration

You are required to apply for a noise exemption:

Please note that approval is provisional only and you must complete, submit and be granted noise exemption from the WCC Acoustic Team. Please find attached a copy

of the WCC Exemption Form to complete and submit. If work is conducted without exemption you are subject to enforcement action under the Resource Management Act.

14. CHRISTMAS SHUTDOWN PERIOD FOR WORKING ON THE ROAD (Brown Out)

This year's Christmas exemption period is 2nd to 27th of December 2024.

The last day for CAR/TMPs to be submitted before the Christmas period is 13th of December 2024 – any CARs submitted after this date will be cancelled and can be resubmitted the 6th of January 2025.

Christmas Hours / Brown Out map:

https://wcc.maps.arcgis.com/apps/webappviewer/index.html?id=103fb876b60f499fb5f0511673718a68

To apply for exemption to work during the Christmas Shutdown Period, please apply online on the link below:

https://forms.wellington.govt.nz/s3/brownout-period-exemption-form

15. TRAFFIC SIGNALS

Wellington City Council TOC Process:

- * Weekdays (Normal working hours Monday to Friday 09.00am to 04.00pm)

 If temporary traffic management are within 100m of Traffic Signals, STMS will need to contact WCC TOC (Ahmed Alrawe 021 193 4758 or Scott Williams 021 229 6441) 10 minutes before installation/ removal of the closures
- * Weeknights and Weekends (Outside of normal working hours):

If temporary traffic management are within 100m of Traffic Signals, STMS will need to contact WCC TOC (Ahmed Alrawe 021 193 4758 or Scott Williams 021 229 6441) 48-24 hours before closures start. If changes are required to the operation of the Traffic Signals, these will need to be scheduled with the TOC team. Please have a set timeframe ready when contacting TOC.

- ** Please note that if closures finish earlier than scheduled, the TTM will need to stay onsite until the signals turn back to normal.
- * The Contractor is liable for the full cost of repairing loops, tobies, cables or other signal equipment damaged by their works.

Pedestrian Crossing Call Boxes

When signal callboxes are temporarily inaccessible (eg. due to footpath/ kerb and channel works).

There are several options available that TTM staff can use.

- 1/ Position a worker inside the work area to press the button.
- 2/ Taping over pushbuttons and asking the HTS contractor to auto-control (inside the cabinet) the phasing for pedestrians.

The issue with this option is, if left in place overnight it can cause noise complaints about the phases being called unnecessarily as well as disruption to traffic movements. We now have the capability to apply a remote pushbutton press via SCATS. This is available for any selected crossing/s and any work period.

Please discuss the above options with our Traffic Signals (TOC) centre prior to the physical work starting.

16. APPLICATION FOR AGREEMENT

By signing the application for Agreement the principal/applicant/contractor takes full responsibility to notify/get permission from applicable departments as per application for agreement. If at any stage it has been noticed that approval was not given, the contractor may face a non-compliance penalty fee. WCC can ask for evidence in future application that communication needs to be uploaded to each CAR.

Special Conditions

17. **GENERIC - NON-EXCAVATION WORKS.**

THIS TMP IS ONLY APPROVED FOR NON-EXCAVATION WORKS.

(All excavations works are to be completed using the minor excavation CAR. Any works greater than 20 metres require site specific CAR and TMP).

This Generic TMP is only approved with the specified conditions below.

- 1. This Generic TMP is only approved with the specified conditions below. All documentation required for this to be used on site shall be kept where it is always available for the Council's TMC to review or access. Failure to supply this information, will result in the cancellation of this Parent CAR.
- 2. Prior to any on-site works it is mandatory that the network user will upload their works programme by 12pm Thursday each week to council inbox, customercompliance@wcc.govt.nz. This will be uploaded to council's external webpage.
- 3. The use of a Generic CAR/TMPs does not automatically guarantee access to your worksite, check the online Road works report to make sure of any potential clashes: https://wellington.govt.nz/services/parking-and-roads/road-works/road-works-and-road-closures. With any onsite clashes agreement is to be reached and then uploaded onto the CHILD CAR.
- 4. This approval is conditional on the network user ensuring they meet the code of practice for temporary traffic management and health and safety and work act.

18.

GENERICS - GENERAL

Prior to the expiry of this TMP, further work will be required to ensure that the actual TMDs used truly reflect the onsite conditions. It is expected that the approved TMDs will lessen over time based on your on-site checking assessments.

19.

GENERICS - APPROVED

Your approved generics have been accepted and approved, but these will require further enhancements, this is due to NZTA moving to a more risk-based approach for traffic management.

You are now required to show how this is mitigated in your generics and your onsite paperwork. It is expected that you will have developed a risk control plan (risk matrix) for your staff. All documentation on how this is achieved must be incorporated into your TMP. To help you develop your generics please see the new NZ guide to temporary traffic management document.

Your project may affect other key Wellington parties, such asGWRC bus companies (bus stop relocation, traffic management installation on bus routes)WCC Traffic Signals (temporary traffic management installation at or near permanent traffic signals)NZTA (when detour or additional traffic is on their network)Noise control (night works)

In such cases, please notify and document those that are affected. Also please ensure that your TMP has the process that your STMS will follow to complete a safe site.

GENERIC - ALL NON AND EXCAVATION WORKS. (All excavations works are to be completed using the minor excavation CAR. Any works greater than 20 metres require site specific CAR and TMP).

This Generic TMP is only approved with the specified conditions below.

- 1. This Generic TMP is only approved with the specified conditions below. All documentation required for this to be used on site shall be kept where it is always available for the Council's TMC to review or access. Failure to supply this information, will result in the cancellation of this Parent CAR.
- 2. Prior to any on-site works it is mandatory that the network user will upload their works programme by 12pm Thursday each week to council inbox, customercompliance@wcc.govt.nz. This will be uploaded to council's external webpage.
- 3. The use of a Generic CAR/TMPs does not automatically guarantee access to your worksite, check the online Road works report to make sure of any potential clashes: https://wellington.govt.nz/services/parking-and-roads/road-works/road-works-and-road-closures. With any onsite clashes agreement is to be reached and then uploaded onto the CHILD CAR.
- 4. This approval is conditional on the network user ensuring they meet the health and safety at work act.

Note: If any legislative or RCA changes are required to this TMP then notification will be communicated through the CAR system.

The above could result in the current TMP not being suitable and could require redesigning. Please discuss directly with councils' officers.

20. **PARKING**

If contractors must move a parked vehicle from proposed work areas, they must follow the processes described below:

At least 24 hours before moving:

Complete a letter drop about the parking restrictions to all properties with 50m of the site. Place a notice under the windscreen wipers of cars in the affected work site area.

At least 12 hours before moving:

Place signs displaying 'No Stopping' or 'Reserved Parking at least every 6m along the road. Note: for works on a Monday the no parking should be installed on a Friday, this will resolve the issues with No Parking installed on a Sunday afternoon and no time for locals to move their vehicles.

At the time of moving the vehicle:

Photograph existing damage to the vehicle

Have with them a person warranted in terms of Section 128D and section 128E of Land Transport Act 1998 to authorise the removal of the vehicle/s

Use a tow firm to relocate the vehicle/s to a nearby legal parking placer

Notify the Council and Police immediately of the move and give details of the vehicle and relocation.

After the work is completed, the vehicle must be put back in the original location, unless other arrangements have been made with the owner of the vehicle.

Diplomatic parking will be affected and the following must be done:

- Diplomatic parking spaces must be relocated and legally sign posted
- The following must be advised of your intention and their concerns met. The advice must show where parks are to be relocated and the exact duration of the relocation.
- o Murray.Peebles@police.govt.nz (O/C PS Wellington, NZ Police)
- o Dale.Horner@Police.govt.nz (Residential Security Group Supervisor, PS Wellington, NZ Police)

- o DPS@police.govt.nz
- o PPO.PM@parliament.govt.nz
- o Matthew.Fitzgerald@Police
- o PPO.PM@parliament.govt.nz
- o Matthew.Fitzgerald@Police.govt.nz (Snr Sgt Road Policing, Wellington)
- o Steve.Dyhrberg@dia.govt.nz (VIP Transport)
- If pay and display spaces are used as substitutes all pay and display signage must be replaced with DC CC FC parking signage and the pay and display machine for those spaces covered so that it cannot be used and a sign afixed to it advising the parking was now restricted to DC CC and FC plate vehicles only.

For more Information, please follow the link below

https://wellington.govt.nz/services/parking-and-roads/road- works/work-on-the-roads/move-vehicles-for-road-works or call

Parking Enforcement (04) 499 4444

CAR Share Parks

If any Car Share Parks are affected because of your planned works, these car parks need to be replaced close to the original Car Share Spaces and the applicable Provider notified. Appropriate and clear signage should be installed in the replacement spaces.

WCC has licences in place with Mevo and Cityhop. Contact details are as follows: Alexandra Scott alex@cityhop.co.nz Finn Lawrence finn@mevo.co.nz

Construction Loading Zone

Principal/Contractor to advise parking when site is completed and road markings and signage re-instated. Please email parkingrequests@wcc.govt.nz to request a site check. The CLZ fees/penalty fees may be charged until site is fully re-instated and enforceable by parking.

21. **GENERIC - INSPECTIONS**

This Generic TMP is only approved with the specified conditions below.

- 1. All documentation required to be used on site shall be kept where it is always available for the Council's TMC to review or access. Failure to supply this information, will result in the cancellation of this CAR.
- 2. Prior to any on-site works it is mandatory that the network user will upload their works programme by 12pm Thursday each week to council inbox, customercompliance@wcc.govt.nz. This will be uploaded to council's external webpage.
- 3. The use of a Generic CAR/TMPs does not automatically guarantee access to your worksite, check the online Road works report to make sure of any potential clashes: https://wellington.govt.nz/services/parking-and-roads/road-works/road-works-and-road-closures. With any onsite clashes agreement is to be reached with the primary user. If agreement can not be reached then the primary user (site specific) will have the first right to the site.
- 4. You are reminded to ensure minimal footpath widths are available at all times. Refer to WCC code of practice for working on the road.
- 5. Please ensure any work affecting shopping centres between the hours 12-2pm have minimal disruption for all footpath users.
- 6. This approval is conditional on the network user ensuring they meet the code of practice

for temporary traffic management and health and safety and work act.

22. **GENERICS - NZTA**

Please ensure you follow NZTA conditions for working in WCC network, please check our weekly (online) road works report for any site conflicts.

Reminder: any work outside WCC standard working hours could require noise approval. Please discuss directly with our noise team.

23. WAP & TMP EXTENSIONS

Applicant/Principal to advice WCC (customercompliance@wcc.govt.nz) if a WAP extension is needed. An updated TMP to be uploaded to the CAR for review. If stages of the work have been completed, the relevant TTM setups are to be deleted out of the TMP and TMP updated for only the necessary TTM set ups. WAP extensions will only be granted if work is rescheduled within a one-month period. If an extension is needed out of the one-month grace period, a new CAR is to be created and a TMP to be uploaded.

24. WORK CLASHES

Applicant/Principal of CAR to check for any work clashes and liaise with the applicable work clash. WCC weekly RWR to be checked before work commence, follow link below:

https://wellington.govt.nz/parking-roads-and-transport/roads/road-works/current-road-works-and-closures

25. C10 & C11 needs site specific TMP approval

A3: Corridor Access Re	quest (CAR) for Roads					No: I	1043067				
Utility Operator	Wellington Water Alliance	Wellington Water Alliance									
Contact Name	Bob Wilson	Bob Wilson									
Contact Details	027 3355 334 – Bob.Wilson@	027 3355 334 – Bob.Wilson@wellingtonwater.co.nz									
Bill Payer	Wellington Water Super Acc	ount -	- We	ellington Water Allian	nce						
Contact Details	04 912 4470 – wwlandacces	s@we	lling	tonwater.co.nz							
Notifies											
Corridor Manager/s	Rhys McBreen Amanda Wolfaardt										
Contact details											
of our intention to unde	rtake the following Work:										
Type of Work (tick):	Project	Majo	or	N	1inor 2	x	Emergency				
etails of proposed Wo	rk (tick all relevant aspects):										
Open Trenching				Installing Cabinets / Pedestals							
Horizontal / Ver	tical Drilling			Installing other Struc	ture/s (Speci	fy Bel	ow)				
Installing Chaml	per/s			Removing/pole/cabir	net/Pedestal/	Struc	ture/s				
Installing Poles	/ Posts / Piles	х		Other (Specify Below	<i>'</i>)						

Description Of Works

P3-4 Minor Inspection Works:

This generic global is to allow Wellington Water and approved contractors to work within the road corridor under the conditions below.

Works not covered under this generic:

The works below will require a different generic, else a site specific and a planned CAR.

- If a contractor not listed in the approved list and isn't approved by Wellington Water will be used for the work.
- All works or TTM on or 100m way from the State Highway or on KiwiRail land.
- Works that relocate or remove a mobility park or bus stop.
- Works that impact traffic in a way not covered under any generic TMDs.
- All that cannot be completed in 24 hours after initial response.
- Works that must occur on a weekend, public holiday, or after hours (6:00pm 7:00am).
- Works on the main arterial that impede the flow of traffic.

Site specifics must be approved by RCA before works can commence.

2. Works that may require a child CAR & RCA approval before utilising generic TMDs:

- Works on the main arterial roads.
- Works in the CBD or by suburban shopping centres.
- Afterhours or weekend works.

3. Works requiring notification before commencing:

If you cannot directly contact the people below, these notifications can be directed to Land Access 7:00am - 5:00pm Monday - Friday, or the Night Supervisor/On-Call Team Leader outside these hours and weekends.

- Footpath and Road Closures to RCAs.
- Works impacting bus stops or bus routes (e.g., stop-go) to Metlink.
- Water shutdowns to the HUB (daytime) or the night supervisor/Council (night)
- Afterhours shutdowns to night supervisor/Council.

4. Minor non-excavation works covered under this generic that utilise generic TMDs:

Refer to section 3 on whether a generic TMD or retrospective is required after initial response.

- Accessing a water, stormwater, or wastewater network asset:
 - this includes but is not limited to operating valves for a water shutdown, checking the condition and functionality of an asset, flushing hydrants.
- Smoke/Dye testing on wastewater or stormwater assets.
- CCTV inspections.
- Removing debris from culverts, intakes, outtakes or waterways that may impede flow of water.
- Asset maintenance and inspections, including but not limited to hydrant painting, flow meter testing via chamber access, manhole inspections, or meter readings.
- Asset installation, including but not limited to monitoring equipment.
- Filling potholes to avoid damage to buried assets and utility lines.
- Utility/asset mark outs, leak detection and asset location (e.g., toby).
- Rectifying defects issued by the council.

5. Generic TMDs that can be set up by service crew:

An external traffic management company will be required if you do not carry correct signage.

CC1	Work on berm or footpath – light vehicle parked in carriageway.	F2.1	Footpath diverted onto berm behind working space.
CC2	Traffic not crossing road centre – heavy vehicle parked in carriageway.	F2.2	Footpath diverted onto berm between workspace and carriageway.
CC3	Work on berm or footpath – vehicle parked on berm	F2.5	Shoulder and roadside activities – work on berm and/or footpath.
CC4	Footpath diverted onto shoulder or parking lane	F2.6	Shoulder and roadside activities – work in parking lane
CC5	Footpath controller guiding pedestrians	F2.7	Shoulder closure
CC7	Valve in shoulder or berm.	J2.16a	Cul-de-sac closure
CC8	Valve towards left of the lane.		
CC9	Valve towards right of the lane.		
CC12	Less than 75m clear sight distance (CSD)		

Any TMD not listed above will require an external traffic management company to set up.

6. Vehicles/Crews required for works:

- Standard crews have 1-2 service vehicles equipped with beacons onsite along with any small plant and equipment, with crew setting up own TMD.
- Extended crew include but are not limited to CCTV van, flusher truck, in addition to standard crew vehicles.
- Traffic management vehicles if standard crew are unable to set up own traffic.

7. Corridor Access Request (CAR):

• If required, a child CAR will be submitted at least 5 working days in advance.

8. Crew and sub-contractor responsibilities:

Sub-contractors to notify Team Leader prior to carrying out their work activity.

- Ensure proper traffic and pedestrian management is in place
- Set up correct Tmd to suit the work site.
- Safety induction is carried out as per RCP process.
- Ensure safety is always adhered to.
- Ensure all efforts are made to minimise disruption to residents, business, and pedestrians.
- Make sure relevant documents are onsite.
- Provide photos showing a wide street view of location.
- Photos of Work carried out.
- Clear notes of what work was carried out.
- Site is packed up and left clean and tidy.
- No car will need to be logged in Submitica when carrying out inspection work.

9. Other:

A weekly RWR to be submitted by Thursday 10:00am for the following week.

A daluaca.	All Roads / Footpaths / Berms within: Wellington City Council Region
Address:	NORTHERN ZONE

Location in Road (tick):	Carriageway	Х	Footpath	х	Berm	х

Estimated timing		Start Date Time	01/11/24 – 24Hrs	End Date	ate 31/10/25 -		– 24Hrs	Duratio Days	n	365
Reference No's:		Utility			Cons	ents				
Utility Structures likel affected by the Work	•	Name of UO	Contact person		Conta	act de	rtails	UO has been notified and consulted with.		
Applicant's details										
Role in Work (tick):		Utility Opera	itor	Consultant		х	Contrac	tor		Other
Company name	We	llington Water A	Alliance	Contact pe	rson		Daniel P	aulo		
Postal address	Lev	el 4 - 25 Victoria	a Street, Petone, Lov	wer Hutt			ı			
Phone (W)	04 9	912 4470		Phone (Mob) 021 949			021 949	9 871		
E-mail	ww	landaccess@we	ellingtonwater.co.nz	er N/A						
If the above informati information is provide We hereby agree for/o	ed.	. ,,	· ·							
information is provide	e d. or on be	half of the Utilit	ty Operator to comp	ly in full with	the re	quire	ments of t	the Code:	Utilit	у
information is provide We hereby agree for/o	ed. or on be ne Trans	half of the Utilit	ty Operator to comp	ly in full with	the re	quire quire	ments of t	the Code: Corridor M	Utilit	у

Health and Safety Policy Wellington Water



Our Purpose

Creating excellence in regional water services for healthy communities

Our Vision

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

- · 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

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
- · 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



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







Template for: WWL TREATMENT PLANT ACTIVITIES



			Tient in a nounce from in	The first control of the first state of the first s				
Date:		Site	Address / Location	First Aider(s)	Name			
Person in charge of	Name & Number	Assembly Point:	Location	First Aid Kit	Location			
task(s)		Assembly Polit.		Filst Alu Kit				
Person in charge of	Name & Number (if different from	Nearest Hospital or	Address / Location	Fire Equipment	Location			
site	above)	Clinic:		Fire Equipment				
Emarganar Cantast	Name & Number	STAC	Name & Number	Spill Kit &	Location			
Emergency Contact		STMS		Chemical Inventory				
Maximo Number		Brief Description of Work						

Permits Required					
Expiry					
Expiry					
Expiry					

Prompts: Traffic Management | Working at Heights | Mobile Plant | Utility Services | Fixed Plant | Excavations | Wellbeing | Confined Spaces | Chemicals | Lifting | Environmental

What is the plan for the day?

Sketch - plan - map - image

ompts:

- Take 5 & think about your work Assess the job/site, Analyse the risks, Take action
- What am I doing? What could go wrong? How could I make it safer? Discuss with everyone
- Consider everyone's wellbeing Are you fit for work? Is everyone else?

HOLD POINT

Could this work adversely affect the treatment plant process?

- nent plant process.
- Work on a system with no redundancyWork on chemical dosing equipment
- Excavation works with 1 m of a critical asset (e.g. Bulk Water Transmission main)
- Isolation of any equipment critical to water supply
- Work that can affect drinking water compliance

If answer yes:

What is the process adversely affected?

What is the potential risk?

Have you reviewed the High Risk/ Low Risk Work at Water Treatment Plants flow charts? YES / NO

Contact the Duty Controller/
Operator prior to start work.
Ensure a mitigation plan is in
place



Physical Distancing – At Orange and Red maintain at least 1 m from other people, or if this isn't practical wear a mask.



Stay home if unwell – if you have any cold or flu symptoms, stay home and call Healthline on 0800 358 5453 for advice. Speak with your manager.



Record your movements – Take note of your movements using the NZ Covid Tracer App and Who's on Location.



Wash your hands with soap and water often (for at least 20 seconds). Then dry. **OR** use hand sanitiser



Clean and disinfect frequently touched surfaces and objects, such as doorknobs, toilets, gates

Risk Control Plan

Review of the controls is req	wired when id	ob extends bevo	and one day (open for maximum	7 days)
Neview of the controls is rec	funca when j	on exterius neyt	one day t	open for maximum	, uays,

	•	,	, , ,		
Date					
Reviewer					



Note: The reviewer is the person taking responsibility of the job/work (does not have to be a team leader)

If high or extreme, <u>PAUSE</u> and check with the

			31	ite ivialiage	er before	proceeding
Task: What am I doing?	Risks: What could go wrong?	Controls: How can I do it safely?				High
			C.			
			iğ –			
			working?			
			place &			
			.⊑			
			controls			
			the co			
			Aret			

Have you... Read, understood, and signed below before starting work? If you answered NO to any questions PAUSE and check with Site Manager / your Team Leader

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

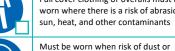
	Likelihood										
	Category	Rare 1	Highly Unlikely 2	Unlikely 3	Possible 4	Likely 5					
	Substantial	Moderate	High	High	Extreme	Extreme					
	100	(100) - 15	(500) - 19	(1000) - 22	(5000) - 24	(10000) - 25					
nce	Major	Moderate	Moderate	High	High	Extreme					
	70	(50) - 10	(250) - 14	(500) - 18	(2500) - 21	(5000) - 23					
Consequence	Moderate	Low	Moderate	Moderate	Moderate	High					
	40	(10) - 6	(50) - 9	(100) - 13	(500) - 17	(1000) - 20					
O	Minor	Low	Low	Low	Low	Low					
	10	(5) - 3	(25) - 5	(50) - 8	(250) - 12	(500) - 16					
	Minimal	Low	Low	Low	Low	Low					
	1	(1) - 1	(5) - 2	(10) - 4	(50) - 7	(100) - 11					

Compulsory Day-glo vests, shirts or overalls are mandatory on all work sites (worn done

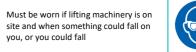


P2 mask to worn when working with wastewater or around dust and fumes Face coverings are required where 1 m physical distancing can't be maintained, and in certain public settings.

Steel or composite capped lace up boots are mandatory on all work sites (steel capped gumboots in wet conditions)

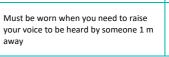


Full cover clothing or overalls must be worn where there is a risk of abrasions, sun, heat, and other contaminants





foreign objects entering the eye. Wrap around eye protection compulsory when working with wastewater.





Must be worn for material handling and when handling hazardous materials (not be to be when there is a risk of entanglement



			_		
Subcontractor			Date		
Project/Contract			Time		
WWA Site Manage	r/ Supervisor		Audito	or	
Subcontractor Perso	nnel contacted on Site:				
ALL "NO" R	RESPONSES ARE REQUIRED TO	HAVE ACTIONS EN	TERED	INTO CAMS.	
PRE-SITE CHECKS		Comments	s / Obsei	rvations / Verificati	ons
Signed, current subco	ntract agreement.	Record scope of works	in agreei	ment :	
(View record in CAS F	Register)				
	or subcontractor over last 12 months. t issues/ items to follow up on and				
	ON-SITE DOCUMENTATIO Relevant to subcontracto				
		Comments / Observat			Achieved Yes/No/NA
What work is the subc	contractor doing on site ?				
	pleted by the subcontractor is of the subcontract agreement.				
NB: If NOT in scope a wi is required.	ritten /signed amendment to agreement				
Number of subcontract	ctor workers on site.				
	s (subbies subbie) on site? Record ber on site and if approval for their				
	(and sublet) workers inducted onto ilgate record / Induction register)				
	Plan has been completed and all blet) workers have signed on.				
	k Assessment forms are hazards Il defined and effective?				
	icle and pedestrian management plemented and effective.				
•	y plan on site which includes umbers and first aiders on site.				
correctly, available on	its/notifications been completed site and used by subcontractors tions, Permit to Dig, Confined				
	en provided with job specific details ons, plans, specs and drawings etc. ersion numbers.				
completed and docum	ctions and quality checks are being nented by subcontractor including cts and materials being used in the				
All subcontractor incid	lents/non-compliances are being				

recorded and reported through CAMS.

consider discharge to land, water or air.

All relevant environmental resource consents/permits on site and conditions complied with by subcontractor-



PPE/PPC worn on site by subcontractor workers is compliant with FH and client/activity requirements.		
Subcontractor workers have the correct licences/certifications for the plant they are operating. Seat belts worn where applicable.		
Subcontractor workers have relevant operational competencies for tasks they are doing e.g. Construct Safe card / TC or STMS / electrical registration		
Safety critical items of Subcontractors plant and equipment on site has been checked for compliance with FH / Regulatory requirements? e.g. Rego/ COF, flashing lights, reversing beepers, seatbelts, protective structures, anti-burst valves, emergency equip, plant in good condition, no visible wear on hydraulic hoses etc.	List Safety Critical Items of Plant and Equipment	
Subcontractors Vehicle/Plant daily pre-start checks completed and documented for all plant on site.		
Critical safety and quality equipment is calibrated or tagged e.g lasers, lifting gear, harnesses, gas meters		
Plant & Equipment is correctly isolated and Lock Out Tag Out procedures followed where required.		
Safe work methodologies implemented and observed adherence to Life Saving Rules e.g. working at heights, excavations, lifting, safety zones etc		
Hazardous substances are labelled, stored correctly and safe handling methods implemented		
General site condtion – housekeeping standard, lighting,safe access/ egress		
General Comments/Observations:		
ACTIONS TO ENTER IN CAMS: CAMS No:		
Original to be placed on Contract file and a copy forwarded to SQ	E Department/Subcontractor Administrator:	
Audit entered into CAMs ☐ Copy forwarded to Subcont	ractor □ Copy placed on Subcontractor File	





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	ATMS 2024-260 As listed below		Principal (Client): Wellington Water					
	Northern Inspection GTMP	Contractor (TTM): As listed below RCA: Wellington City Council			cil			
	Road names and Suburb		Но	ouse no./RPs	Road	Speed Limit	imit	
Location details and road characteristics	Road Hailles and Subulb			From and to		Speed Lillit		
	Various roads/ streets within the WCC Northern Zone (excluding SH)		Various		01	30, 50, 60, 70, 80 & 100km/h		
	AADT		Peak flows					
				Start		End		
Traffic details (main route)		Various	AM	AM 0700am		0900am		
()					1800pm			
					•			

Description of work activity



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Wellingt@difion 4: Aprili 2020

Bofoords.





P3-4 Minor Inspection Works:

This generic global is to allow Wellington Water and approved contractors to work within the road corridor under the conditions below.

1. Works not covered under this generic:

The works below will require a different generic, else a site specific and a planned CAR.

- If a contractor not listed in the approved list and isn't approved by Wellington Water will be used for the work.
- All works on the State Highway or on KiwiRail land.
- Works that relocate or remove a mobility park or bus stop.
- Works that impact traffic in a way not covered under any generic TMDs.
- All that cannot be completed in 24 hours after initial response.
- Works that must occur on a weekend, public holiday, or after hours (6:00pm 7:00am).
- Works on the main arterial that impede the flow of traffic.

Site specifics must be approved by RCA before works can commence.

2. Works requiring a child CAR & RCA approval before utilising generic TMDs:

- CC10 and CC11 valve inspections.
- Works on the main arterial roads.
- Works in or by suburban shopping centres.
- Afterhours or weekend works.

3. Works requiring notification before commencing:

If you cannot directly contact the people below, these notifications can be directed to Land Access 7:00am - 5:00pm Monday - Friday, or the Night Supervisor/On-Call Team Leader outside these hours and weekends.

- Footpath and Road Closures to RCAs.
- Works or traffic signage/TTM on State Highways to NZTA/WTA RCAs for a Wrike number.
- Works or traffic signage/TTM within 100m of Kiwi Rail property to Kiwi Rail.
- Works impacting bus stops or bus routes (e.g., stop-go) to Metlink.
- Water shutdowns to the HUB (daytime) or the night supervisor/Council (night)
- Afterhours shutdowns to night supervisor/Council.

4. Minor non-excavation works covered under this generic that utilise generic TMDs:

Refer to section 3 on whether a generic TMD or retrospective is required after initial response.

- Accessing a water, stormwater, or wastewater network asset:
- this includes but is not limited to operating valves for a water shutdown, checking the condition and functionality of an asset, flushing hydrants.
- Smoke/Dye testing on wastewater or stormwater assets.
- CCTV inspections.
- Removing debris from culverts, intakes, outtakes or waterways that may impede flow of water.
- Asset maintenance and inspections, including but not limited to hydrant painting, flow meter testing via chamber access, manhole inspections, or meter readings.
- Asset installation, including but not limited to monitoring equipment.
- Filling potholes to avoid damage to buried assets and utility lines.
- Utility/asset mark outs, leak detection and asset location (e.g., toby).
- Rectifying defects issued by the council.

5. Generic TMDs that can be set up by service crew:

An external traffic management company will be required if you do not carry correct signage.

			<u> </u>
CC1	Work on berm or footpath – light vehicle	F2.1	Footpath diverted onto berm behind
	parked in carriageway.		working space.
CC2	Traffic not crossing road centre – heavy vehicle	F2.2	Footpath diverted onto berm between
	parked in carriageway.		workspace and carriageway ROVF
CC3	Work on berm or footpath – vehicle parked on	F2.5	Shoulder and roadside activities work on





	berm		berm and/or footpath.
CC4	Footpath diverted onto shoulder or parking lane	F2.6	Shoulder and roadside activities – work in parking lane
CC5	Footpath controller guiding pedestrians	F2.7	Shoulder closure
CC7	Valve in shoulder or berm.	J2.16a	Cul-de-sac closure
CC8	Valve towards left of the lane.		
CC9	Valve towards right of the lane.	CC10	Valve in centre of carriageway. Requires child CAR & RCA EED approval
CC12	Less than 75m clear sight distance (CSD)	CC11	Valve in centre of intersection Requires child CAR & RCA EED approval

Any TMD not listed above will require an external traffic management company to set up.

6. Vehicles/Crews required for works:

- Standard crews have 1-2 service vehicles equipped with beacons onsite along with any small plant and equipment, with crew setting up own TMD.
- Extended crew include but are not limited to CCTV van, flusher truck, in addition to standard crew vehicles.
- Traffic management vehicles if standard crew are unable to set up own traffic.

7. Corridor Access Request (CAR):

- If required, child CARs will be submitted at least 5 works days before works are planned to go ahead.
- For CC10 & CC11, a child CAR is to be raised before hand with an EED submitted for approval.

8. Crew and sub-contractor responsibilities:

Sub-contractors to notify Team Leader prior to carrying out their work activity.

- Ensure proper traffic and pedestrian management is in place
- Set up correct Tmd to suit the work site.
- Safety induction is carried out as per RCP process.
- Ensure safety is always adhered to.
- Ensure all efforts are made to minimise disruption to residents, business, and pedestrians.
- Make sure relevant documents are onsite.
- Provide photos showing a wide street view of location.
- Photos of Work carried out.
- Clear notes of what work was carried out.
- Site is packed up and left clean and tidy.
- No car will need to be logged in Submitica when carrying out inspection work.

9. Other:

A weekly RWR to be submitted by Thursday 10:00am for the following week.

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AGENCY	and	d/or RCA	contract refe	rence						
Planned work progra	mme									
Start date	01/11/2024	Time	See Below	End date	31/10/2025	Time	See Below			
Consider significant stages, for example:	STMS to complete a re	isk asses		orior to insta uption to roa	lling the TTM closure to eld users.	nsure ther	re is minimal			
 road closures 										
 detours 	Residential Roads									
 no activity 		Installati	on: 7:30am –	- 8:00am or w	vhenever site is installed.					
periods.				tive: 8:00am	•					
			Site Rem	oval: 17:30p	m – 18:00pm					
				Main Roa	d					
		Installat	tion: 9:00am	-9:30am or w	henever site is installed					
			Site Ac	tive: 9:30am	– 15:30pm					
	Site Removal: 15:30pm – 16:00pm									
	Night Works									
	Installation: 19:00pm – 19:30pm or whenever site is installed									
	Site Active: 19:30pm – 5:00am									
	Site Removal: 5:00am – 5:30am									
	Noise control approval is required for nightworks (outside of the standard working hours of 7.30am – 6pm.									
	Works around Schools									
	Installation: 9:15am -9:45am or whenever site is installed									
	Site Active: 9:45am – 14:00pm Site Removal: 14:00pm – 14:45pm									
	200	1				1.00 1.00				
	2014	This T	- 10	· / _	d TMC approval					
	(these photos are t	This TMP is to cover 1 day attended Inspection works. Photos of the active site set up and onsite documents may be requested by the TMC to upload to CAR (these photos are to include both ends of the site (inclusive of any side roads), pedestrian/cycle								
	management and the working area). Based on the photos provided, if the incorrect TTM has been installed (and/or considered dangerous) and/or outside of the approved TMP requirements, a Notice of Non-conformance may be considered									
	If Generic TMD(s) do not suit (based on the onsite risk assessment form) the site a Site Specific TMP will be required:									
	Road Closure)								
	Or at TMCs re	equest								
	Any changes to the app			cumented on	the Onsite Record/Risk Ass	essment fo	orm (example			

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below of how this will be recorded)





Parking Restrictions

Parking restrictions are to be installed at least 24 hours in advance of the works occurring. Parking restriction signage is to show actual work times and dates. Parking restrictions are to use the attached template.

Kerb Side Collection:

Kerb side collection occurs Monday to Friday. Works to halt when kerb side collection vehicle is working in the area or onsite personnel to assist with the collection.

Letter drop to be completed by the contractor at least 5 days prior to works commencing where required if work will take longer than 1 day to complete.

- A risk assessment form is to be completed prior to selecting/installing TMDs.
- Checking-process-for-GTMPs checklist form (attached) is to be completed prior to using the GTMP.
- Contractor to notify WCC when works are occurring as per the WCC weekly planned work programme.

General rules (apply to all the above)

Inspectors must move to avoid traffic. They must not expect traffic to move or slow down to avoid them.

There must be CSD to the inspector when on the live lane.

On busy roads where traffic volumes and speed affect access to the live lane, peak periods should be avoided or a higher level of TTM considered.

Crossing a level LV, 1 or 2 road does not constitute being on a live lane but crossing a level 3 road does, unless a pedestrian crossing facility is being used.

Vehicle

Advance warning in the form of an inspection vehicle fitted with one and preferably two amber flashing beacons and a rear-mounted sign indicating the type of activity taking place must be positioned in advance of the inspection site.

A vehicle is not required on a level LV or level 1 road with a permanent speed of less than 65km/h if the inspector remains on a footpath.

On roads with a permanent speed of less than 65km/h an amber flashing beacon is not required on the vehicle if the inspector or non-invasive works is on an unsealed shoulder (or further away from the carriageway - including a footpath).

Spotter

A spotter is not required for inspections and non-invasive works on level LV roads.

Unless otherwise approved by the RCA, all inspections on the live lane of level 1 and level 2 roads require a spotter. The RCA may provide a list of level 1 roads, times and/or activities suitable for inspection by a single inspector (eg where no level LV roads have been declared by the RCA)

Where an unaccompanied inspector is not able to maintain adequate attention (eg due to work tasks or poor visibility), a spotter will be required or another type of traffic management operation used.

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WellingtŒditiön 4, Aprili 2020

30 October 2024





	Type of road	On shoulder or roadside – no time limit	On live lane – up to 5 minutes	Over 5 min
	Low volume (less than 500vpd) category A or B road environment		a practising STMS of any category, and in the interim until the warrants	
	Category A	Spotter optional – can be one person activity	Spotter required – minimum two person activity	
		Onsite control must be by either p practising TMO or Inspector (and phased out):	practising STMS of any category, in the interim until the warrants are	
		Road level	Onsite control	
		Level 1 road	TC, TC-Inspector or STMS	
	Category B	Level 2 road	L2/3 STMS, STMS-NP, or TC- Inspector	Inspection
		Spotter optional – can be one person activity	Spotter required – minimum two person activity	permitted.
			a practising STMS of any category, and in the interim until the warrants	Must use a mobile, ser static, or st
		Road level	Onsite control	closure.
		Level 1 road	TC, TC-Inspector or STMS	
į		Level 2 road (shoulder, roadside or on the lane with speed 60km/h or less)	L2/3 STMS, STMS-NP or TC- Inspector	
		Level 2 road (on the lane with speed 70km/h or more)	L2/3 STMS or STMS-NP	
	Category C	Spotter optional – can be one person activity: Onsite control must be by either a practising STMS (C) or an Inspector (and in the interim until the warrants are phased out, a L2/3 STMS, STMS-NP, or TC-Inspector).	Inspection not permitted. Must use a mobile, semi-static, or static closure.	

Road aspects affected (delete either Yes or No to show which aspects are affected)								
Pedestrians affected? Potentially Property access affected? Potentially Traffic lanes affected? Potentially								
Cyclists affected?	Potentially	Restricted parking affected?	Potentially	Delays or queuing likely?	Potentially			

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Proposed traffic management methods

Once on site, the TMP will be implemented as follows:

- Parking legally and assessing the site and hazards using the on-site hazard form and using the risk matrix then picking a TMD to suit the emergency works with the lowest matrix score.
- STMS to check the TMP is appropriate to the worksite. Where the TMP is not suitable, halt proceedings until the necessary actions have been taken
- All vehicles are to have correct signage and flashing beacons. They also need to have continuous and appropriate communication with the STMS and each other on an agreed channel at all times
- Work vehicles required on site will be parked within the site or parked legally nearby.
- Where these are affected STMS to contact Metlink (021 896 375 in first instance during business hours or 0800 801 700 afterhours) 30 minutes prior to site installation.
- Where these are affected STMS to contact WCCTOC (Ahmed Alrawe 021 193 4758 or Scott Williams 021 229 6441) 10 minutes prior to installation of works near or at traffic signals.
- Where these are affected STMS to contact WTOC (0800 869 286) 10 minutes prior to site installation of works near or at traffic signals on highways.

Installation (includes parking of plant and materials storage)

Layout Procedure

When it is not possible to walk the required signage out then the Installation of the site will be done under a level 1 mobile closure with appropriate work vehicles and crew.

- A site drive through will be conducted first to confirm layout, conditions and environment are all appropriate for works to proceed.
- Vehicle positioning will be as far to the left as practical and the installation vehicle will be stationary at the installation of each sign, with activity occurring only on the non-traffic side of the vehicle.
- Advanced warning signage will be installed first on the left, followed by progressive signage installation in a 'loop' fashion around the site area.
- Once ALL signage for the site has been installed delineation and direction signage will be installed in the following order;
 - Workspace/ Longitudinal Delineation (Along the lane)
 - Tapers & RD6 signage

Once all delineation is installed and prior to personnel, vehicle, plant and machinery populating the worksite, a drive through check must be performed by the STMS to ensure the site has been set up as per the selected TMDs, this should include the checking of worksite layout distances.

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- An STMS or delegated TMO must be onsite at all times.
- TC/STMS to assist pedestrians/cyclists/driveways and any resident/business driveways.
- For MTC Stop/Stop &, Stop/Go cyclists will be sent prior to any vehicles via a safe and sufficient route such as a footpath/berm based on risk assessment.
- STMS to risk assess each site for any hazards and document them all on the risk assessment form
- STMS/TMO will complete 2 hourly site checks and document on the onsite record.
- e-Stop portable traffic signals to be monitored and controlled at all times.

Works near Signals:

- Signage within 150m of traffic signals need WCCTOC approval.
- Any affected signal loops must be first approved by WCCTOC and notified to WCCTOC during the pre-installation call to allow them to adjust signal management if required.
- Signage within 150m of any traffic signals located on highways need approval from WTOC (0800 869 286). Any affected signal loops must be first approved by WTOC and notified to WTOC during the pre-installation call to allow them to adjust signal management if required.

Works near Pedestrian Crossings:

- Footpath Restricted / Diverted behind berm
- Pedestrians may be directed to a temporary footpath in the carriageway.
- Pedestrians may be escorted through the site.
- Pedestrians may be directed to use the path on the other side of the road.
- Pedestrians may be directed to use the path on the other side of the road, temporary refuge installed.
- If a short-term closure of the footpath (<5min) for site access is required, a spotter is to be used and any pedestrians are either asked to wait or walked around the plant when safe to do so.
- Pedestrians will be directed to use an alternative crossing at the traffic lights on

DIICE

Attended (day)

BUSES:

- Metlink approval required for Bus Stop relocations/ Closures.
- All signage to be placed in suitable position not obstructing Bus Stop.
- Refer to the attached GWRC bus stop guidelines.

CYCLIST:

- A 30kph TSL will be established when cyclists are to be merged with traffic during these works.
- A 30kph TSL and cyclist merging sign will be established when cyclists are to be merged with traffic during these works.
- Cyclists to be held by MTC staff and guided to wait on the side of the road to be sent separately to traffic for safety.
- The lane width will be over 4.0m and a TSL will not be required. We will establish a Cyclist merging sign before the work site.

RUBBISH COLLECTION:

• STMS to be mindful of rubbish collection days and assist when required.

SCHOOLS:

- All work must cease within 50m of the school 30minutes before and after the start and end of each school day
- The working space is fenced and work will continue within the fenced area, no vehicles movements will take place 30minutes before and after the start and end of each school day
- The work area must take into account the increased number of pedestrians and cyclists and should be reduced to accommodate this 30minutes before and after the start and end of the school day

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Generic closures as per attached diagrams Site will be attended by a minimum of a level 1, AB STMS or higher. All staff on the site shall be briefed on the traffic management requirements before starting work on any site. If lighting towers are required, the STMS must ensure they do not cause a glare hazard for traffic. The STMS must consider the following on night shifts: All night works are excluded from this TMP without the approval of noise and TMC. An STMS or delegated TC/TMO must be onsite at all times. TC/STMS to assist pedestrians/cyclists/driveways and any resident/business driveways. For MTC Stop/Stop & Stop/Go cyclists will be sent prior to any vehicles via a safe and sufficient route such as a footpath/berm based on risk assessment. STMS to risk assess each site for any hazards and document them all on the risk assessment form. STMS/TMO will complete 2 hourly site checks and document on the onsite record. e-Stop portable traffic signals to be monitored and controlled at all times. Additional lighting is required. Works near Signals: Signage within 150m of traffic signals need WCCTOC approval. Any affected signal loops must be first approved by WCCTOC and notified to WCCTOC during the pre-installation call to allow them to adjust signal management if required. Signage within 150m of any traffic signals located on highways need approval from WTOC (0800 869 286). Any affected signal loops must be first approved by WTOC and notified to Attended (night) -WTOC during the pre-installation call to allow them to adjust signal management if required. Only with Noise **Works near Pedestrian Crossings:** approval Footpath Restricted / Diverted behind berm Pedestrians may be directed to a temporary footpath in the carriageway. Pedestrians may be escorted through the site. Pedestrians may be directed to use the path on the other side of the road. Pedestrians may be directed to use the path on the other side of the road, temporary refuge If a short-term closure of the footpath (<5min) for site access is required, a spotter is to be used and any pedestrians are either asked to wait or walked around the plant when safe to do so. Pedestrians will be directed to use an alternative crossing at the traffic lights on **BUSES:** Metlink approval required for Bus Stop relocations/ Closures. All signage to be placed in suitable position not obstructing Bus Stop. Refer to the attached GWRC bus stop guidelines. CYCLIST: A 30kph TSL will be established when cyclists are to be merged with traffic during these works. A 30kph TSL and cyclist merging sign will be established when cyclists are to be merged with traffic during these works. Cyclists to be held by MTC staff and guided to wait on the side of the road to be sent separately to traffic for safety. The lane width will be over 4.0m and a TSL will not be required. We will establish a Cyclist merging sign before the work site. Unattended site not required. Unattended (day) **Unattended (night)** As per unattended day A detour route is not required or approved in the TMP Does detour route go into another RCA's roading network? No **Detour route** If Yes, has confirmation of acceptance been requested from that RCA? No Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site

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- Where these are affected the STMS is to contact Metlink (0800 801 700) for any works on a bus route or impacting bus stops 30 mins prior to removal – Refer to the attached GWRC bus stop guidelines.
- Where these are affected the STMS is to contact WCCTOC (Ahmed Alrawe 021 193 4758 or Scott Williams 021 229 6441) 10 mins prior to removing the closure.
- Where these are affected the STMS is to contact WTOC (0800 869 286)10 minutes prior to site removal
- If work is being completed at night, the above contacts are to be notified by 4pm of the expected finish time.

Removal

Work plant / vehicles to be removed from site before closure is removed

When it is not possible to walk the required signage in, Removal of the site will be done under a level 1 mobile closure with appropriate work vehicles and crew.

- Workspace delineation to be removed first (by either removing to the kerb for later collection or directly onto a stationary working vehicle)
- Centreline delineation may now be removed using the same method as installation
- Once all delineation is removed sign removal may commence in a clockwise 'loop' fashion (leaving advanced warning signage in place till last)
- A full site check being conducted prior to site departure.

The STMS will carry out the final check before leaving the site.

Proposed TSL	s (see TSL decision matrix for guidance)			
	TSL details as required Approval Temporary Speed Limits (TSL) of Section 7 of Land Transport Rule: Setting of Speed Limits 2022. (additional rows may be added if required)	Times (From and to)	Dates (Start and finish)	Diagram ref. no.s (Layout drawings or traffic management diagrams)
Attended day/night	A temporary maximum speed limit of 30 & 50km/h is hereby fixed for motor vehicles travelling over a maximum contiguous length of 800m on local roads within the Wellington City Council Northern Area as noted on the on-site record on a site-by-site basis. STMS to document on the Onsite Record daily.	24hrs	01/11/2024 To 31/10/2025	F2.8, F2.9, F2.11, F2.12, F2.13, F2.14, F2.15, F2.16, F2.17, F2.18, F2.19, F2.20, F2.21, F2.22, F2.30, F2.31 F2.40, F2.41, ATMS02, ATMS03, ATMS04, J2.19a, J2.20a, J2.20b, J2.20c, J2.20d, J2.20e & J2.42a
Unattended day/night	N/A	N/A	N/A	N/A
TSL duration	Will the TSL be required for longer than 12 months? If yes, attach the completed checklist from section I-18: 6 Processes for TSLs to this TMP.	Guidance on TMP I	Monitoring	No

Positive traffic management measures

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The STMS onsite will ensure Positive Traffic Management Measures are in place to control vehicle speeds, increase public awareness and minimize disruption by providing clear and positive guidance.

This can include but not limited to:

- Side friction is used to create a tunnel effect for vehicles travelling past work sites to reduce the speed limit of the travelling vehicles, therefore providing a safer environment for the public and the contractors
- Closer spacing's of delineation devices.
- Using flashing beacons, flares, illuminated signs or temporary speed humps must be discussed with respective RCA prior using onsite.
- If queuing or unforeseen disruption occurs, additional advanced signage may be used and further sign spacing (or more)
 outside
- Cone offset delineation where cones are placed either side of a lane(s), the cones on one side are placed longitudinally
 offset from the other by a half cone spacing.
- STMS to install additional TM i.e. thresholds or pinch points to help reduce the speed of passing vehicles
- STMS/TMO/TTM worker's to monitor and assist pedestrian activity around work areas so they safely pass works without interference with traffic
- Police assistance may be sought if excess speed is a significant issue and presents a real and immediate danger to the
 activity or the public. Work may be suspended if driver behaviour at any time presents excess risk.
- Additional lighting to be installed at MTC positions (mandatory at night).

Reduced cone spacing (2.5m) can be utilised to increase impact Side friction is used to create a Minimum lane width tunnel effect for drivers. The STMS maintained as per can employ this method whilst still temporary/permanent retaining required lane width. speed restriction The longitudinal length of the side friction depends on the length of the area required for reduced speed 1.50 m 1.50 m

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Contingency plans

Generic contingencies for:

- major incidents
- incidents
- pre planed detours.

Remove any options which do not apply to vour job

Major Incident

A major incident is described as:

- Fatality or notifiable injury real or potential
- Significant property damage, or
- Emergency services (police, fire, etc) require access or control of the site.

Actions

The STMS must immediately conduct the following:

- stop all activity and traffic movement
- secure the site to prevent (further) injury or damage
- contact the appropriate emergency authorities
- render first aid if competent and able to do so
- notify the RCA representative and / or the engineer
- under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so
- re-establish TTM and traffic movements when advised by emergency authorities that it is safe to
- 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:

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- 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
- 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.

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

Other contingencies to be identified by the applicant (i.e. steel plates to quickly cover

excavations)

- If for any reason traffic delays exceed 5 minutes the STMS in charge of the site is to assess the traffic levels and the site will be either (in order of preference); modified, postponed or cancelled. Until traffic volumes reach an acceptable level
- All reasonable steps will be taken immediately to open the site if emergency vehicles need to gain access or use the work site as thoroughfare
- If adverse weather occurs while the site is still active, the STMS in charge of the site is to assess the weather conditions and the site will be either (in order of preference); modified, postponed or cancelled. Until weather conditions are acceptable for work to carry on
- Site fencing will also be available if required

Authorisations						
Parking restriction(s)	Will controlled street parking	be affected?	Yes (potentially)	Has approval been granted?	No	
alteration authority	Pre-approval required from Parworks.	king services pric	r to works. Appro	opriate signage will be installed as required – 24	thrs prior to	
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be permanent traffic signals be		Yes (potentially)	Has approval been granted?	No	
	WCC TOC to be notified 30	mins prior to sit	e installation ar	nd upon removal. Pre-approval required.		
		WTOC to be notified 30 mins prior to site installation and upon removal of any works near highway traffic signals. Pre-approval required.				
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?		No	Has approval been granted?	No	
	Road Closures not approved for	or this TMP				
Bus stop relocation(s) –	Will bus stop(s) be obstructe activity?	d by the	Yes (potentially)	Has approval been granted?	No	
closure(s)	STMS to contact metlink (0800 801 700) prior to installation and removal of site if buses and/ or bus stops are affected. Pre-approval required					
		eSTOP Portab	ole Traffic Signa	als:		
		model#				
	Make, model and	• 627 - 1, 627	- 2			
Authorisation to use portable traffic	description/number	• 628 - 1, 628	- 2			
signals	,	• 629 - 1, 629				
		• 630 - 1, 630				
		• 631 - 1, 631	- 2			
	NZTA compliant?	Yes				

EED							
Is an EED applicable?	Possibly	EED attached?	Blank EED attached – EED to b CC10 and CC11 is needed	e uploaded to child CAR if CAR E1043067			

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Delay calculations/trial plan to determine potential extent of delays

e-STOP & Stop Go Closures:

Risk assessment form to include if delays are likely to occur based on the assessment completed by the STMS prior to installing the TTM closure. Delay management to be documented on the risk assessment form where more than 500 VPD.

Delays of up to 2 minutes can be expected due to the nature of the TTM implemented. The STMS is to take measures to ensure delays remain under 2 minutes at all times, and queues do not extend past the advance warning signage.

If delays are occurring or excessive queueing is apparent, the STMS is to implement one of the following contingency plans;

- 1) Contact TMC.
- 2) Traffing Metering

Send only a specific amount of vehicles per side instead of clearing the entire queue

- 3) Pause works and open site
 - Make the site safe, remove plant and vehicles from the carriageway and open the tapers
- 4) Prioritise high flow route

Send vehicles from the approach with the highest flow first. Hold side street traffic for slightly longer if required.

- 5) Install additional signage
 - Install T2A/T234 "Warning Hidden Queue" signage up to 2xB from the initial advance warning signage for additional advance warning

STMS will continuously monitor for delays - TMC will be notified of any excessive delays.

Public notification plan

If a letter drop is required to advise residents of planned works going ahead (if it will impact them), this will be completed 5 days prior to works commencing.

Public notification plan attached?

No

On-site monitoring plan

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STMS onsite

The onsite STMS Level 1/CAT A,B,C or delegated TMO will be onsite at all times except for when they are conducting their 2 hourly site check. STMS may be away from the worksite to complete the site check as per CoPTTM Section C19.5.1 Monitoring frequency for TTM measures

STMS handing over to TMO

When the STMS is not able to be onsite they can hand the site over to a suitably qualified TMO (P) This must be a formal handover which will include a briefing of the site and documented.

Site management system:

- When the site is attended the STMS will monitor the site 2 hourly, maintain, and make any minor changes as necessary for the ongoing safety of the site
- All site checks and or minor changes to be recorded on the on-site records, or any other company or site documentation as required
- Major changes to be approved by TMC
- They will monitor the site efficiency, timings of traffic flow through the site and specifically the safety of cyclists and pedestrians passing through the controls
- Signs are visible and positioned as per approved plan
- Correct and clean equipment is used
- High visibility jackets are used by all staff and visitors and are done up and compliant.
- The first inspection should take place as soon as the equipment has been installed. This should verify that all devices are correctly in place, no item has been omitted, all equipment meets its cleanliness requirements and no conflicting messages exist between permanent signs.
 Temporary signs and other devices
- Site maintenance will be completed in the manner appropriate for the level of the road and speed limits
- Additional inspections during inclement weather and high winds will be done at STMS discretion

Following any change to an attended site:

A full check of the site will be completed and documented

Unattended (day and/or night)

Attended

(day and/or night)

- During day light hours of inactivity, the site will be monitored once in a 24hr period, including Saturday/Sunday and public holidays.
 - Additional inspections during inclement weather and high wind,

Site should only be one day operation but in any case, that aftercare is needed:

 Extra site checks may be required if complaints are received, or site checks are showing a consistent requirement for more than one site check

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

The attached "On-Site Record" sheet is to be used to record the monitoring of the TTM to ensure the traffic management measures remain fit for purpose, suitable, installed and used correctly. Monitoring will follow the prompts provided on the recording sheet, and if multiple STMS' check this site, each STMS must initial and sign for the respective times.

The worksite monitoring including:

- the site set-up and removal
- 2-hourly monitoring
- Hazard ID sheet
- Risk assessment form
- On-site record form
- Checking process for Generic TMPs form to be completed prior to set up of a worksite when using this TMP.

This will be retained with approved TMP for 12 months and is available on request at any time.

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Site safety measures

PPE requirements are as per the clients minimum standard and this MAY include the following:

- Hard Hat (when within 5m of moving machinery / at risk of falling objects)
- High ankle lace up steel cap boots
- Hi-Vis vest as per CoPTTM, (eg TTMC-W)
- Long pants, long sleeves
- Safety glasses
- Gloves (task specific, when there is risk of hand injuries)
- > All other PPE will be as per standard work activity requirements
- > The STMS will wear a CoPTTM compliant STMS vest.

TTM Induction Briefing

Before occupation of the working space, staff on-site will be given a TTM Induction Briefing at a safe location that is clear of the live lane (tool-box meeting) by the STMS on the conditions of the accepted traffic management plan. This will include but not limited to, entry to the worksite, material delivery, role responsibilities, PPE, hazards and controls, safety (no go) zones and first aid / emergency procedures.

Site Visitors

All visitors are to report to (or be directed to) the STMS who will advise the safety procedures and hazards specific to the temporary traffic management deployed. Visitors are required to wear a compliant high visibility vest but may require additional PPE to enter the working space. All visitors must sign the TTM Induction Briefing as acknowledgment of understanding the safety and hazard requirements.

Working Space / PPE

Compliant PPE (as specified by the site fore person) must be worn before entering the working space. All personnel entering the working space must be briefed by the site fore person on the hazards present and any emergency procedures (e.g., location of first aid kit, staff with first aid certification and nearest medical centre).

Night works

- > Staff working at night will use personal lighting to improve visibility where required
- Overhead lighting will be required for all MTC staff
- Overhead lighting will be in place for work crew to highlight the work area hazards

Temporary safety barrier system	Will a temporary safety barrier system be used at this worksite?	No	If yes, has the temporary safety barrier designed by an installation designer ar independently reviewed as being fit for	nd	N/A
	Statement from temporary safety barrier installation designer attached			N/A	

Other information







LEVEL 1 LAYOUT DISTANCES TABLE

	manent speed limit or RCA- ignated operating speed (km/h)	≤50	60	70	80	90	100
Traffic signs							
Α	Sign visibility distance (m)	50	60	70	80	90	100
В	Warning distance (m)	50 or 30*	80	105	120	135	150
¢	Sign spacing (m)	25 or 15*	40	50	60	70	75
Safe	ety zones						
D	Longitudinal (m)	10 or 5*	15	30	45	55	60
Ε	Lateral (m)	1	1	1	1	1	1
Тар	ers						
G	Taper length (m)*	30	50	70	80	90	100
Κ	Distance between tapers (m)	40	50	70	80	90	100
Del	ineation devices						
Con	e spacing in taper (m)	2.5	2.5	5	5	5	5
Cor	e 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.
- # 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).

On all roads where 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).

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.

Lar	ne widths								
Spe	eed (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.

Diagrams	
Number	Title
CC1	Work on berm or footpath - light vehicle parked in carriageway
CC2	Traffic not crossing centre- heavy vehicle parked in carriageway
CC3	Work on berm and/or footpath – work vehicle parked on berm
CC4	Footpath diverted onto Shoulder or parking lane
CC5	Footpath controller guiding pedestrians past the working space
CC7	Value in shoulder or on berm
CC8	Valve towards left of the lane
CC9	Valve towards right of the lane
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AGENCY	and/or RCA contract reference	
CC10	Valve in centre of the carriageway	
CC11	Valve in centre of the intersection	
CC12	Less than 75m CSD	
F2.1	Footpath – Footpath diverted onto berm behind working space	
F2.2	Footpath – Footpath diverted onto berm between working space and carriagewa	ay
F2.3	Footpath – Footpath diverted onto carriageway	
F2.4	Footpath – Footpath closed – permanent speed less than 65kn/h - TMC approva	al required
F2.5	Shoulder and Roadside Activities – Work in berm and/or footpath	
F2.6	Shoulder and Roadside Activities – Work in parking lane	
F2.7	Shoulder and Roadside Activities – Shoulder closure	
F2.8	Cycle Lane – Traffic not crossing road centre	
F2.9	Cycle lane - Traffic crossing road centre - Diverted cycle lane - coned lane con	trol
F2.11	Two-Way Two-Lane Road – Traffic not crossing road centre	
F2.12	Two-Way Two-Lane Road – Traffic not crossing road centre – Signs on median	
F2.13	Two-Way Two-Lane Road – Traffic crossing road centre	
F2.14	MTC alternating flow	
F2.15	MTC temporary Stop	
F2.16	Priority Give way - TMC approval required	
F2.17	Portable traffic signals - TMC approval required for unattended	h.
F2.18	Two-Way Two-Lane Road – Work in centre of the road	_
F2.19	Two-Way Two-Lane Road – Intersection or roundabout – Road works on side roside road – Traffic not crossing road centre	oad after intersection – TSL on
F2.20	Two-Way Two-Lane Road – Intersection or roundabout – Road works on side romain road – Traffic not crossing road centre	oad after intersection – TSL on
F2.21	Two-Way Two-Lane Road - Intersection or roundabout - work in middle of inter	section
F2.22	INT- MTC at intersection	EN-WHEES
F2.30	One-Way Two-Lane Divied or Two-Lane Road – Left-lane closure	/
F2.31	One-Way Two-Lane Divied or Two-Lane Road – Right-lane closure	
F2.40	One-way Three Lane Road – One Lane Closure – Left Lane Closure	\
F2.41	One-way Three Lane Road – One Lane Closure – Left & Centre Lane Closure	
F4.1	Two-Way Two-Lane Road – Work vehicle is more than five (5) metres from the	edgeline
F4.2	Two-Way Two-Lane Road – Work vehicle is within five (5) metres from the edge	line
F4.3	Two-Way Two-Lane Road – Work vehicle is within five (5) metres from the edge 65km/h	line – Speed limit over
F4.4	Two-Way Two-Lane Road – Work vehicle is in a lane	
F4.10	Inspection Activities and Non-Invasive works	
ATMS02	Single – Lane alternating flow – Portable e-Stops – TMC approval required for u	<mark>nattended</mark>
ATMS03	Cycle lane – Cycle lane closed – Portable e-STOP	
ATMS04	Closure at intersection or roundabout – Portable e-Stops with MTC on side road	S
ATMS05	Pedestrian Provision – Footpath closed – Pedestrian escorted	
ATMS06	One-Way Two-Lane divided or Two-Lane Road – Part or all of a lane occupied - for up to 1 hour	- Semi-static closure – work
ATMS07	Inspection Activities and Non-Invasive works – Centre of road	
ATMS08	Two-Way Two-Lane Road – Cul De Sac Closure	APPROVED
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J2.16a	Two-Way Two-Lane Road – short no exit road
J2.19a	Two-Way Two-Lane Road – intersection or roundabout – Major obstruction close to intersection
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
J2.42a	One-way Three Lane Road – Middle Lane Closed on roads 50km/h or less
Mobile Closure	Install and removal



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Contact details						
	Company / Council	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principle	Wellington Water	Bob Wilson	021 451 104	-	-	-
TMC	Wellington City Council	Rhys McBreen	021 368 224	82408	(ABC) NP R	09/07/25
On-Call TMC	Wellington City Council	On-Call TMC	021 348 036	-	-	-
Engineers' representative	Wellington Water	Bob Wilson	027 3355 334	-	-	1
Service Delivery Manager	Wellington Water	Alistair Forsyth Michelle de Haan	021 507 440 021 849 562	-	-	ı
	A1 Locates	Brad Thomas	021 296 9477	-	-	-
	Action Civil	Dave Murtagh	027 442 2971	-	-	-
	Agricontracts Hutt Ltd (CAS)	Jaden Munn	027 319 4575	-	-	-
	Aidan Kelly Contracting (AKC)	Cory Hikuroa	021 455 361	-	-	-
	All Traffic Management Service	David Quintela	027 213 5654	-	-	-
	Alliance Services Ltd	Chris Barlow	021 640 282	-	-	-
	Anzel Limited - Trench less Pipe Lining	Darryl Tatana	021 281 1102	-	7	-
	Aqua Analytics	Hugh Chapman	021 841 841	-		-
	Arthur D Riley & Co Ltd	Chris Parkinson	04 472 7614	-	P.	-
	AT1	Jim Gounder	021 247 0996	-	-	-
	Brian Perry Civil	Blair Mould	027 229 3270	-	-	-
	Cardinos	AJ Weir Andrea	027 331 9930 021 222 8756	NT S	ERVIC	ES
Contractors		Brett Eaton	021 861 772	-	N	
and TTM	City Care Ltd	Mark Thompson	027 542 6244	6.7	٠ نر	-
Interim Contacts	Constructions Contracts Limited	David Howard	021 243 6656	Name and Address of the Owner, where the Owner, which is the Owner	7 -	-
	Cubic Metre Limited	Andrew McWhirter	021 345 79	7.0	-	-
	Daniel Renshaw Drainage Contractor Ltd	Daniel Renshaw	027 450 8799	j	-	ı
	Davies Waste Solutions	Evan Davies	027 283 8831	-	-	ı
	Dawson Waste Services Ltd	Jan Godfrey	04 528 9909	-	-	-
	Detection Services Wellington Ltd	Ross Beckett	04 915 0530	-	-	-
	Downer New Zealand	Sam Farnworth	021 896 603	-	-	-
	Drain Doctor NZ Ltd	lan Pauley	027 484 8887	-	-	-
	E Carson & Sons	Eddie Carson	027 442 4343	-	-	
	E N Ramsbottom Ltd	Michelle Hoffman	027 471 6246	-		-
	Fulton Hogan	Duncan Mundell	027 4786 203	-	-	-
	G & C Diggers	Mark Dennes	022 350 7550	-	_	-
	G P Friel Ltd	Dave Philipson	022 657 2402	-		455
	Greenstone Contracting Ltd	David Williams	04 566 0890	-	APPRO	VED

Traffic control devices manual part 8 CoPTTM

Section E, appendix A: Traffic management plans Page 21

Wellingt Edition 4, April 2020

Abofoods.
30 October 2024





r	and	I/OI NGA COIILIACI TETETE				
	Groundworks Ltd	Hamish Rees	027 765 6139	-	-	-
	Hanging Around Traffic Management	Sam Redhill	021 505 900	-	-	-
	Horokiwi Paving Limited	Peter Green	027 443 2206	-	-	-
	TDG Environmental/Hydrotech	David Neru	09 600 0888	-	-	-
-	Inline Drainage Limited	Patrick Carson	027 294 0952	-	-	-
-	Intergroup Ltd	Alex Phelan	021 927 801	-	-	-
-	Ives Plumbing Ltd	Daniel Barnett	021 758 621	-	-	-
	JB's Environmental Ltd	John Matangi	021 750 920	-	-	-
	Jet Black Asphalts Ltd	Neville Playford	027 208 9309	ı	ı	-
	Juno Civil	Jim Juno	021 227 7001	-	-	-
	Kaitaki Group Limited/Central TTM	Luke Chapman	021 0873 2790	-	-	-
	Kelcon Limited	Wayne Kelland	027 263 8731		-	-
	Laser Plumbing Wellington East	Simon Walker	027 449 1180	-	-	-
	Leading Taranaki Recruitment / Traffic Management	Chantelle Mereriana Ngaia Ben Teika	027 2555 002 027 555 0997		-	-
-	Mac Engineering	Regan McMurchie	021 1567 908	-	7	-
-	Marais Laying NZ Ltd	Adrien Merceron	027 555 7802	-	-	-
	McCormack Group	Willy McCormack	027 449 3985	-	1	-
-	McLatchie & Sharp Ltd	Adam Clarke	027 443 3760	-	-	-
-	McMaster Civil	Richard McMaster	021 963 509	-	-	-
	E N Ramsbottom Ltd	Michelle Hoffman	027 471 6246	erich e	e e i cue	e e
	Horokiwi Paving Limited	Peter Green	027 443 2206	7 1	ERVIL	E.5
	McCormack Group	Willy McCormack	027 449 3985			-
	Men At Work	Luke Lee	027 210 2079	$C \setminus$	<u>.</u>	-
	6	Patrick Wharewera- Jones	027 746 8395		\ .	-
_	Mottmac	Matthew Cooper	021 688 013			
_	Nova Traffic	Rhys Blanch	021 028 30471	-	1 -	-
-	Plimmer Plumbing Ltd	Steven Fawcett	027 215 3667	-	-	-
-	P & N Siteworks Ltd	James Hosie	027 235 8363	-	-	-
-	Pope & Gray Contractors	Sid Taylor	027 255 1948	-	-	-
-		-	-	-	-	-
-	RS Cabling Limited	Nathan Rose	027 275 4317	-	-	-
-	Rasmac Contractors Ltd	Lawrence Rasmussen	027 444 3041	-	-	-
-	Reline NZ Ltd	Paul Southern	021 175 021	-	-	-
	S & R Asphalts Ltd	Scott Hay	027 440 2405	-	-	-
	S B Maintenance Ltd	David O'Sullivan	027 2810 9998	-	-	-
	SAP Contractors Limited	Glenn Churches	027 272 1666	-	-	-
	Sierra Delta Civil Ltd	Sam Dews	027 592 2290	-	-	-
	Silver Lining Contracting Ltd	Renee Wilkie	021 0828 0647	-	APPRO'	VED
	Stapp Contracting	Shane Pihema	027 249 9882	-	CAR E1043067	-

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	Steve Quinn Professional	0. 0.	007.454.0040	-	-	-
	Lawn Mowing Ltd	Steve Quinn	027 451 6343			
	Stewart Electrical	Tim Stewart	021 507 245	-	-	-
	Stone Contractors Ltd	Allan Glover	021 529 681	-	-	-
	T E D Drainage Ltd	Karl Taylor-Edwards	027 675 5996	ı	-	-
	Tasman Civil	Keith Robertson	027 4384 536	ı	-	-
	Tatana Contracting	Darryl Tatana	0800 368 938	ı	-	-
	Traffic Management NZ	Steven Loftus	027 491 9494	ı	-	-
	Trafficflow	Steven Huriwaka	021 944 037	ı	-	-
	Vac-U-Digga	Kathy Fandham	021 246 3615	ı	-	-
	Wal Gordon Plumbing Ltd	Wal Gordon	wal.gordon@xtra .co.nz	-	-	-
	Wellington Pipelines Limited	James Fruean	027 499 9223	-	-	-
	Wellington Developments Ltd	Harold Paul	021 0273 7643	-	-	-
	Wet Worx Limited	Walter Alexander	021 239 4211	-	-	-
	JT Trenching Limited	Justin Wilson	027 7421629	-	-	-
	Wellington Traffic Control	Martyn Sauaiga	027 462 8630	72781	(AB) P	19/08/25
Others as	WCC TOC	Ahmed Alrawe Scott Williams	021 193 4758 021 229 6441	-	-	-
required	Metlink Contac	ct Centre	0800 801 700	-		-

TMP preparation							
	Pania Werahiko	24/10/2024	P. Werahiko	149481	STMS (A) - NP	TTMP-NP 26/10/2024	11/01/2026
Preparation	RAFFIC/	MAI	VAGI	EMIE	STMS (B) - NP	ERVIO	25/01/2026
	Name (STMS qualified)	Date	Signature	ID no.	Qualificatio	TTMP	Expiry date

^{*} additional column added to indicate the attended (or confirmed booking) date of the named designer on the NZTA Temporary Traffic Management Planners (TTMP) workshop as required by the NZTA technical note, issued 9 December 2019

This TMP meets CoF	This TMP meets CoPTTM requirements			f diagrams atta	ched	51	
TMP returned for					/		
correction (if required)	Name	Date	Signature	ID no.	Qualification	Expiry date	
Engineer/TMC to con	mplete following section when approve	al or acceptanc	e required				
Temporary safety barrier system	The attached temporary road safety barri as being fit for purpose	The attached temporary road safety barrier design has been independently reviewed as being fit for purpose Not required					
TMP Approved	Name	Date	Signature	ID no.	Qualification	Expiry date	
Acceptance by							
TMC (only required if TMP approved by engineer)	Name	Date	Signature	Qualification	Expiry date		

Qualifier for engineer or TMC approval

APPROVED

Amanda Wolfaardt





Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.

This TMP is approved on the following basis:

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

Notification to TMC p	rior to occupying worksite/Notificatio	n completed		
	Wellington Water to notify customer compliance team every day of where crews are, alternatively this will be		Date	Every Thursday
Type of notification to TMC required	submitted to WCC via email of upcoming works by Thursday 12pm	Notification completed	Time	By 12pm
A.I.I. 7.F				NIT CEDIMOGE
ALL III	AFFIC MA	NAG A) (NT SERVICES

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CAR E1043067

ROAD SPACE BOOKING

Address:						
Contractor:						
Dates & Times (attended):	From:			То:		
Dates & Times (unattended):	From:			То:		
Generic TMP used:						
Diagram (s) used:						
CAR#						
Work Ac	ctivity an	d Reasons	s TTM to re	emain 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.







Absolutely Positively **Wellington** City Council Me Heke Ki Pöneke

DD Month Year

Dear Resident/Homeowner Add address Add Suburb Wellington 6035

Works being done and location

Kia ora,

Wellington Water and Wellington City Council are working together to improve the health of our streams, rivers, and beaches.

Part of this work is a project called 'Knowing your Pipes'. The aim of this project is to reduce the amount of pollution, coming from residential pipes, into our environment.

The first step of this work is to use smoke testing to investigate the public and private wastewater and stormwater networks to find:

- Connections of stormwater to wastewater,
- Leaking of wastewater into stormwater or directly into waterways,
- Connections of wastewater to stormwater.

Smoke testing involves injecting a dense, non-toxic smoke into the wastewater network. Our crew will be looking for places where smoke is released, including from drains in or around your property.

If smoke, from our testing, comes into your home through your sink, bath, shower or even toilet, please contact the people conducting the testing on the street in the first instance, otherwise call our Hub Contact Centre on 04 888 1515.

If we identify areas that require further investigation, we or our contractors will notify you again highlighting the tests that will be carried out, i.e., Dye testing or CCTV filming of your private lateral.

If we find a fault in the public mains, this will be fixed as part of Wellington City Council's renewal programme. If we find a fault in a private drain, we will let you know.

We will be carrying out these investigations on Add Day / Month / Year Time.

Our crew will have photo identification during this work. They will not need to enter any homes or buildings but will, in some cases, need access to private properties. If they need to come onto your property, they will knock on your door and identify themselves. Please make sure that all dogs are secure, and gates can be opened.

If you have any questions about this activity, please contact:



Reduce your water footprint by only using what you need.

Taps use around six litres of water per minute, so leaving the tap running for two minutes



/wellingtonwater



@wgtnwaternz & @wgtnwateroutage



@wellington

APX AGUATOV TO 168 Litres a fortnight! Wellington City Council throokodt)



Nyall O'Connor or Kurt Lindsay (Technical advisor): <u>DIT@wellingtonwater.co.nz</u>

Ngā mihi nui,

Joe Hemi **Team Lead Drainage Investigations** Wellington Water



Reduce your water footprint by only using what you need.

Taps use around six litres of water per minute, so leaving the tap running for two minutes



f /wellingtonwater



@wgtnwaternz & @wgtnwateroutage



@wellington

APPROVE a day क्षप्रवाधिक कि विकास के Anthight! Wellington City Council

www.wellingtonwater.co.nz

throofoth

Risk Control Plan Date

	Clien
_ •	(IIAn
_ •	CIICII





STMS: Name & Number	Client Forman Onsite:	Name & Number	ATMS Vehicle/s:	
Site: Address	Job Number:		First Aider(s):	Name
Suburb: Location	RCA:	Local Council or NZTA	First Aid Kit:	Location
TMP Reference	Diagram Baing Haad		Nearest Hospital or	Address / Location
Number:	Diagram Being Used:		Clinic:	
Closure Type:	TSL Installed:		Assembly Point:	Name & Number
Is Generic Check List	Is Mobile Onsite Record		Fire Faurinments	Location
Needed?	Needed?		Fire Equipment:	
Site Installation Time	Site Fully Dismantled Time:	Time	Spill Kit:	Location
Time:	Site rully Dismantled Time:		Spili Kit:	

What is the plan for the day? Noted changes.								

PPE Requirements for the task (tick all that apply)

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

RISK MATRIX - Consider the likelihood of the event happening Unlikely Possibly unlikely Likely to could likely to Hierarchy of controls happen. happen. happen. happen. You can lower the risk by using Catastrophic/Extreme (e.g. the most effective controls. Medium Critical Critical Fatal, damage to plant, High Critical Always start from the top environment, organisation) (Eliminate), and if it is not practicable, then consider the Major (e.g. Permanent next control in the hierarchy. Critical Critical disability, damage to plant, Medium High environment, organisation) Eliminate: Moderate (e.g. 1. Eliminate the hazard Hospitalisation/short- or longterm disability, damage to Medium Critical Minimise: 2. Substitute the hazard plant, environment. organisation). 3. Isolate the hazard 4. Use engineering controls Minor (e.g. First aid, damage to 5. Use administrative controls Medium High plant, environment, Low 6. Use PPE organisation). Superficial/minimal (e.g. No treatment required, damage to Low Low High High plant, environment.

Important contact numbers: in an emergency call 111

Mana Harding - HR/H&S Manager - 027 213 5654

Jade Ng - General Manager - 021 767 541

organisation).

Karl Beglin - Fleet/Operations - 021 529 729

Is there a critical risk onsite?

- High/Critical chance of falling from height (no harness onsite)
- High/Critical chance of entrapment or lack of escape route
- High/Critical chance of there being a safety zone/live lane breach.

lf	an	SW	er	yes:
----	----	----	----	------

Supervisor/Manager Called/Time Outcome? Continue with controls or stop work

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





STOP

Physical Distancing – At Orange and Red maintain at least 1 m from other people, or if this isn't practical it is strongly encouraged to wear a mask.



Stay home if unwell - if you have any cold or flu symptoms, stay home and call Healthline on 0800 358 5453 for advice. Speak with your manager.

YES / NO





often (for at least 20 seconds). Thenvelling for a dry. OR use hand sanitiser

Wash your hands with soap and water and a Wolfa Clean and disinfect frequently touched surfaces and objects, such as doorknobs, toilets, gates

Final Risk Rating:

If high or critical, PAUSE and check with your manager before proceeding

Task: What			Risks: Wha	t could go wrong?			Controls: How car		Low	Med	High	Crit				
												د.				
												working?				
												place &				
												in pl				
												controls in				
												cont				
												the				
												Are				
The following must be explained by the STMS as part of the site induction	Site Set Up Exp Roles/Respons Established	plained & sibilities		Work Zones Established	Exclusion Establishe		Explained Risks And Controls In Place	Site I Estal	Entry & Exit Points olished	Evacua Establi	tion Point Opportunity For Questions/Answers Given					
Full name	Time	e in Time	e out	Phone number	Am I fit and well for work today? Y / N	Do I understand the risk controls and are they in place? Y / N	site & have I the risks fi	n inducted onto advised others of rom my work? Y / N	Am I trained and and wearing the conformation Y/N	orrect PPE						
											APPRO)\/	ΕD			
											CAR E104306					
											Amanda Wolfa Wellington Cit	ardt	uncil			
											Wellington Cit		ui icii			

Della Carolia Daniel				Reference	Toda			day's Da	'ay's Date:/_			/			
Daily On-Site Record			TMP S	Start Date	/	/	Risk	Sheet Do	ne?		Υ/	ALL TRASSIC (lî 🕂	
Must be retained for 12		r 12 months TMP Expiry Date			1	/	Timesheet Done?			? Y/N			di	MS	
		ı	Road Name			Но		mbers / F			.,				
		r	koau marri	9 (8)		по	use Nu	mbers / F	KP S				Subur	D	
Locatio															
Details	•														
Workspa	ce											·			
Supervis			Name		Conta	act Phone	Numb	er				Signature			
								/ /				/ /			
STMS			Mana		NZTA ID Num	nber &				C:				Ti	
			Name		Qualificati	on	EX	piry Date	,	Signatu	ire	Date		Time	
STMS/TN								/ /				/ /			
(Handov	er)	Time of handover:			NZTA ID Num Qualificati		Ex	piry Date	e Signature			Date		Time	
Closure Type (circle one)		Mobile	e / Semi-S	tatic / Shoulder	er / Two Lane Diversion / Stop/Go / Lane / Contraflow / No Entry / R					ry / Road Clos	ure / O	ther			
	Not	tifications		ces & Appro	vals (Refer to	TMP	or ap	olicable	sec	tions &	requ	irements)			
TMP Approved?	ΥN	N N/A A	WAP pproved?	Y N N/A	WTOC Y N N/A			WCCTOC Y N N			N/A	Metlink	Y	N N/A	
Parking Services	ΥN	N N/A	Kiwirail	Y N N/A	Letter Drop Completed Y N N/A			nergency Services Y N N/2			Noise Control	Y	N N/A		
			It is a leg	al requirement t	Temporary Sto accurately red	Speed I	_imits olaceme	ent and lo	ocatio	n of TSL's	S				
Road Names		RP's	House Nu	ımbers	TSL Action		Date		Tim	е	Sp	peed (km/h)	Leng	ıth (m)	
					Install	ed	/	/							
					Remains in	n Place	/	/							
		To (RP/N	ım)	From (RP/Num)	Remov	red	/	/							
					Install		/	/							
					Remains ir		/								
		To (RP/N	ım)	From (RP/Num)	Remov		/				-				
					Installe Remains ir		/				-				
					Remov		/								
		To (RP/N	ım)	From (RP/Num)	Installe		/								
					Remains in	n Place	/								
		To (RP/N	ım)	From (RP/Num)	Remov	/ed	/	/							
		,	,		Install	ed	/	/							
					Remains in	Place	/	/							
		To (RP/N	ım)	From (RP/Num)	Remov	red	/	/							
					Install		/	/							
					Remains ir		/				ΔΙ	PPRO	V/FI		
		To (RP/N	ım)	From (RP/Num)	Remov	/ed	/	/				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	v L I		

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Refer to your risk sheet for the frequency of site checks Consider the following for your site checklist, this is not an exhaustive list. If you find anything that is not listed, add it to your checklist. Mobile Closure, Site Install, Site Removal Site Active Are harnesses fitted to vehicles and being used Pedestrians accounted for properly Are pedestrian ramps being used where appropriately? Proper PPE being worn by all on site? required? Is the truck signage appropriate (TMA, LAS, Arrow Signs positioned as per the TMP? Are any temporary cycle routes clear of board)? Are there any conflicting signs that clutter and safe to use? Is all gear required for the site is loaded and accounted Is the detour signage clear and easy to need covering? Is the delineation clear and as per the follow? AWVMS or tail pilot has the proper signage? TMP? Are the safety zones being adhered to? Have there been any alterations to the TMP Are the lane widths appropriate for the Is there proper distance between vehicles? Are the vehicles positioned in the lane properly? speed of traffic? not noted? LAS/RD6/AWVMS/VMS/Horizontal arrow boards Is the positive TTM implemented Is the weather on site allowing for the works operating correctly appropriate and effective? to continue safely? Is the road clear and available for planned work? Is the traffic flowing appropriately? Is the TSL appropriate? Are the safety zones maintained from live lane and roll-Is property access accounted for? Are drivers following the speed limit? ahead? Have the MTC's had a break? Are the works going to be finished on time? Checklist Time of Check Check Check Check Check Check Check Items Inspected : : : Signed by STMS: Client on Site Time Installed Site Notes Time Signature Date Client off Site Time Removed Signature Date

Worksite Monitoring

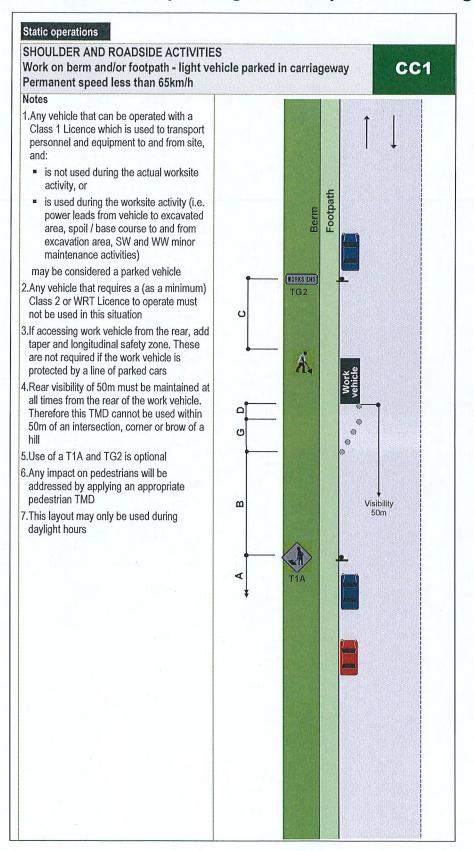
Amanda Wolfaardt Wellington City Council Version 2, May 2022 ABOHOONS.

APPROVEL

Name Date Date	Staff Sign-In											
	Name	Date	risk controls and are	site & have I advised others	Am I trained and competent and wearing the correct PPE for what I am doing?	Signed						

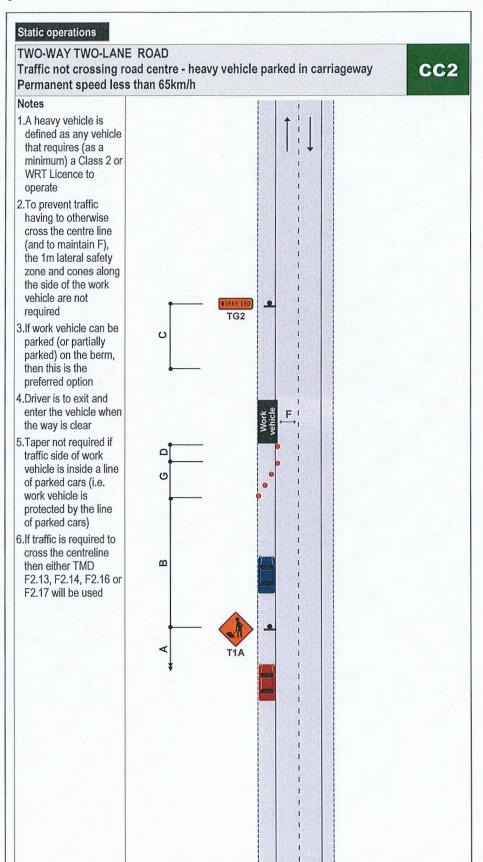
ENGINEER	ING EXCE	PTION DI	ECISION									
Name of R	CA						EED	No				
Basic desc the activity a with EED												
Location de	etail and s	cheduled	dates									
	This EED	relates to	TTM activities at:			From:						
Location					Dates:	To:						
It is propose	ed to vary t	he require	ements of CoPTTM.									
WHAT the proposed ac		: (a) desc	cribe the road environmen	nt constra	aint, (b) s	tate CoF	PTTM r	equire	ements for th	e		
a. The road constrair		ent										
b.CoPTTM the prope	requirements											
WHY CoPT	TM compl	iant TTM	should not/cannot be i	installed.								
HOW will s	afety be e	nsured?										
This EED n Agency.	nust be att	ached to	the TMP. Any generic I	EEDs mu	ust be fo	rwarded	l to the	NZ T	Fransport			
EED – Prop	osal											
Signed for												
and behalf	of: Inser	t contractor	's name									
Signed by:	Name)		De	signation		ID numi	ber	Expiry da	te		
FFD 4	Signa	ture				Da	ite					
EED – App	roved by											
Signed for and behalf	of: Insert	t RCA nam	е	ı					T			
Signed by:	Name	9		De.	signation		ID numi	ber	Expiry da	te		
	Signa	ature				Da	ate	CAR E	PROVE 1043067	ROVED		
							110	Amano	da Wolfaardt gton City Coun	cil		
T 66: 4 1 1		/	TTM 0 45 A7 T - 65		-4 l		1.	1:4: .	4 14 0040			

Edition 4, May 2013 30 October 2024 1. CC1 Work on berm or footpath - light vehicle parked in carriageway



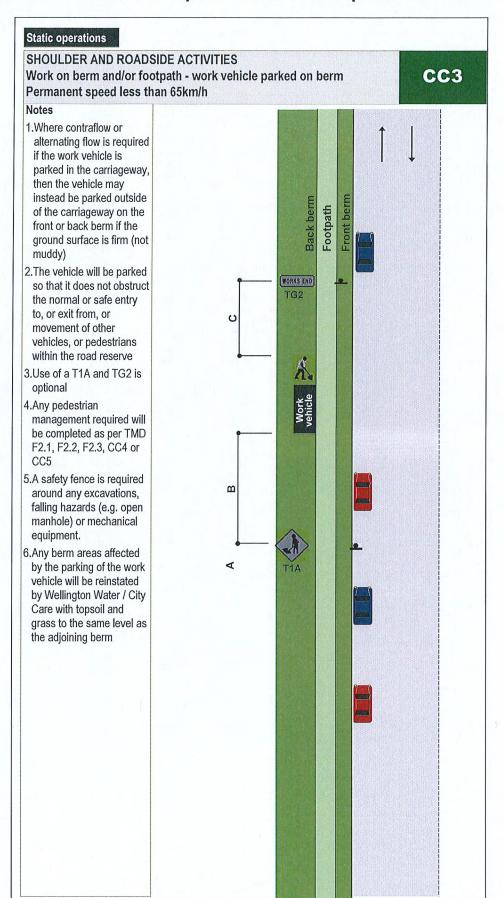


2. CC2 Traffic not crossing road centre - heavy vehicle parked in carriageway

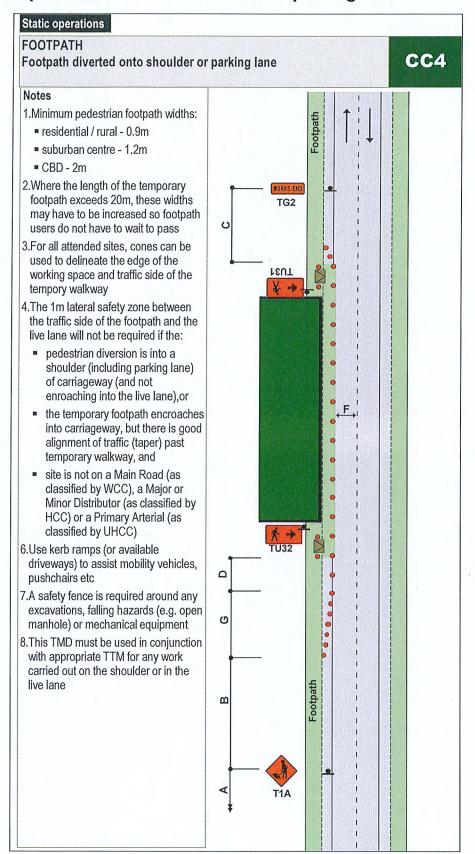




CC3 Work on berm and/or footpath - work vehicle parked on berm

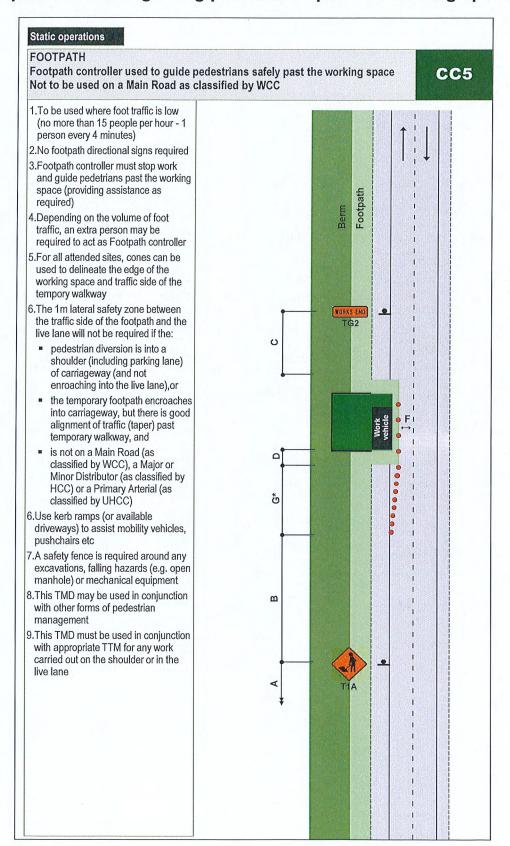


3. CC4 Footpath diverted onto shoulder or parking lane





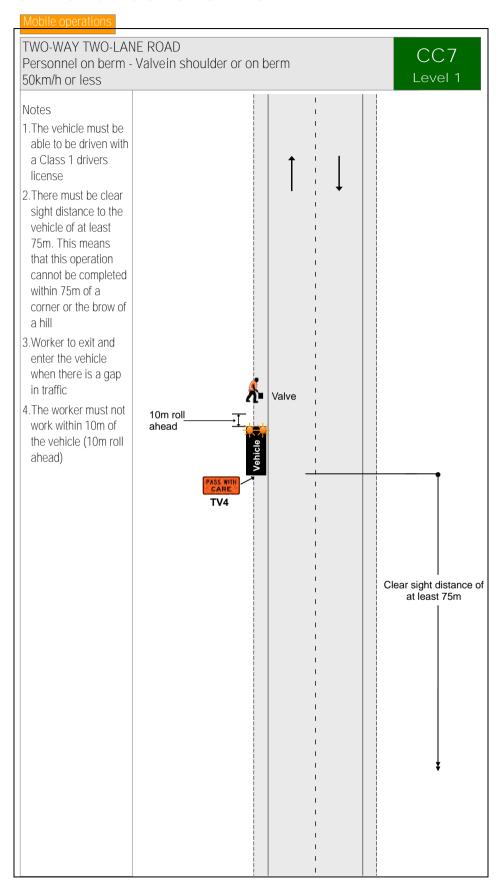
CC5 Footpath controller guiding pedestrians past the working space







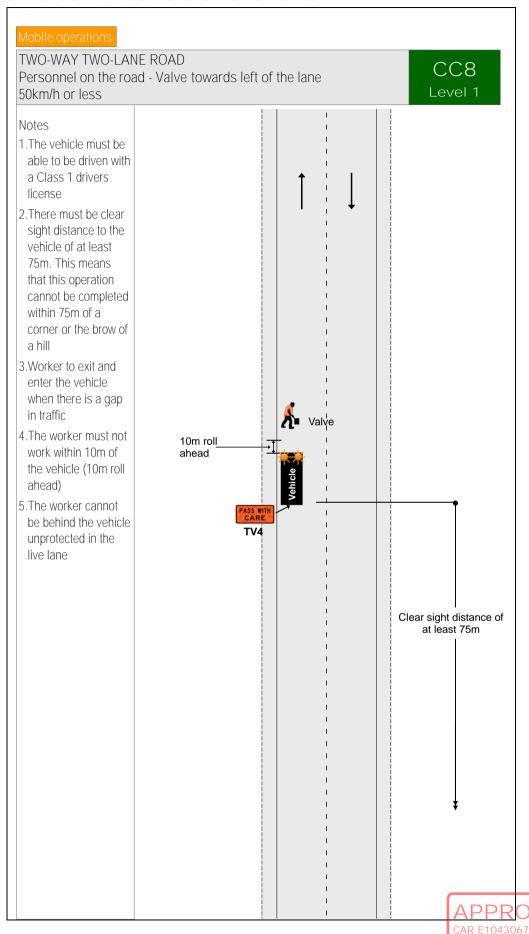
CC7 - Valve in shoulder or on berm



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Amanda Wolfaardt
Wellingt Edifion 4; April 2020
ABA FOOLUME
30 October 2024



CC8 - Valve towards left of the lane

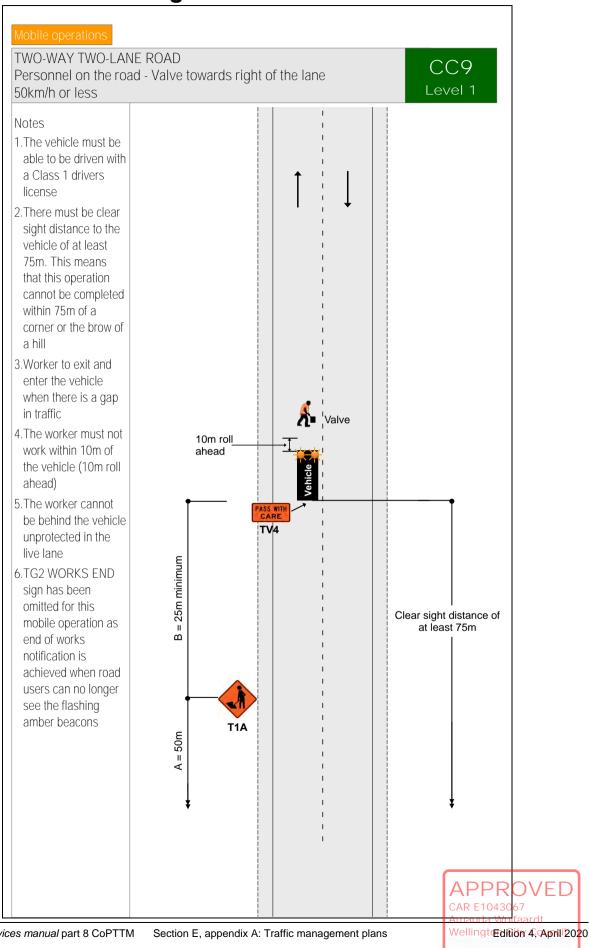


Amanda Wolfaardt
Wellingt Edition 4. Aprili 2020

Bofoords.



CC9 - Valve towards right of the lane

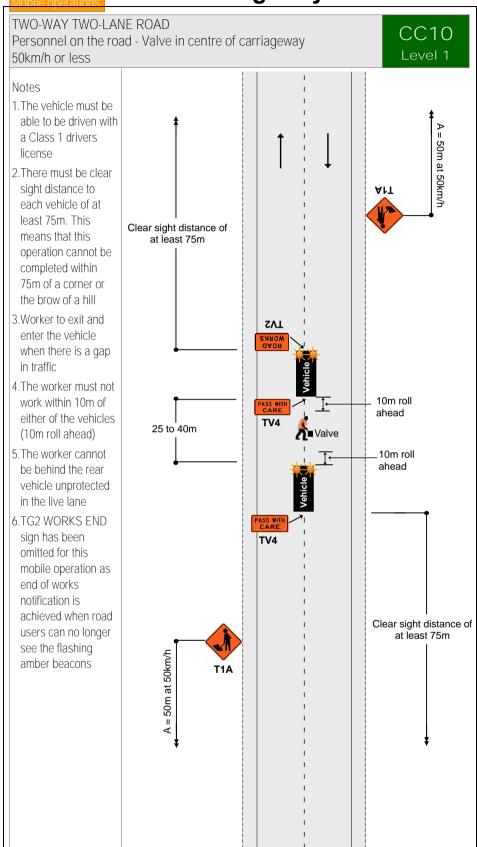


30 October 2024

throofoods



CC10 - Valve in centre of carriageway

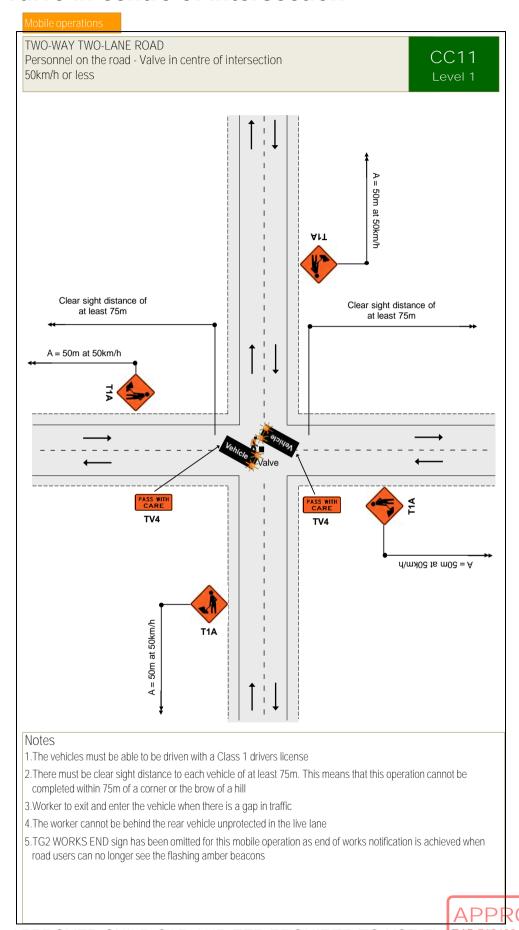


APPROVED CHILD CAR AND EED REQUIRED TO USE THIS TMD





CC11 - Valve in centre of intersection



APPROVED CHILD CAR AND EED REQUIRED TO USE THIS APPROVED CHILD CAR AND EED REQUIRED TO USE THIS APPROVED TO USE THE SAPERING WOLF APPROVED TO

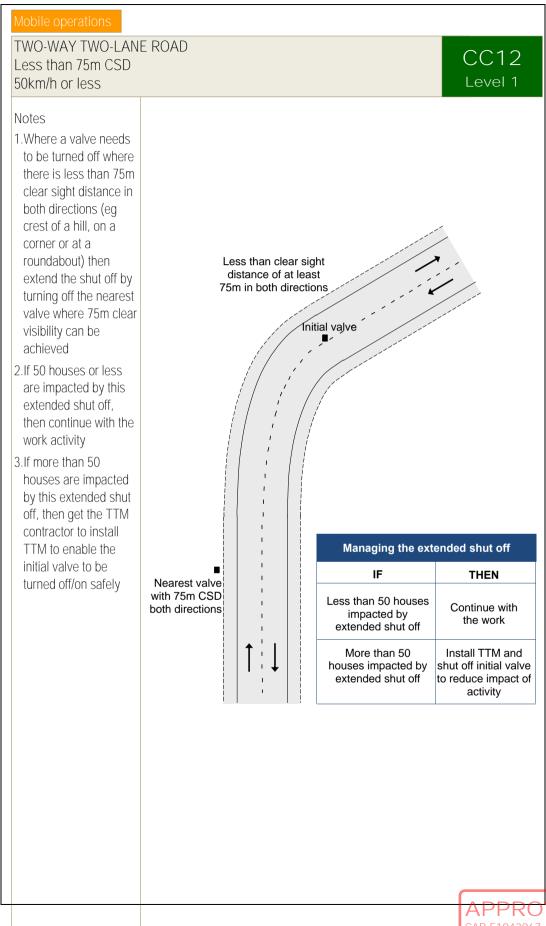
Wellingt Edition 4, April 2020

Abol Cords.

30 October 2024



CC12 - Less than 75m CSD



CAR E1043067

CAR E 1043067 Amanda Wolfaardt

30 October 2024

WellingtŒditiön 4, Aprili 2020

Static operations

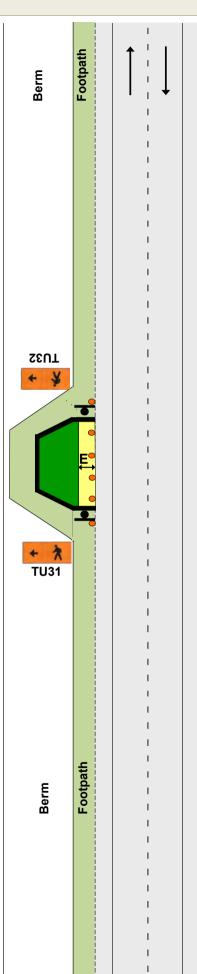
FOOTPATH

Footpath diverted onto berm behind working space First preference

F2.1 Level 1

Notes

- **1.**Minimum pedestrian footpath widths:
 - Residential/Rural/Suburban Centre - 1.2m
 - CBD 2m
- 2. Where the length of the temporary footpath exceeds 20m, these widths may have to be increased so footpath users do not have to wait to pass
- 3. Temporary footpath surfaces must be suitable for footpath users
- 4.Use safety fence to enclose the working space, or at attended worksites, cones connected with cone bars can be used to enclose the working space but only for a short period of time Note: Cone bars are not recommended where heavy equipment (eg a digger) is being used. A safety fence is preferred in these cases
- 5. This TMD must be used in conjunction with appropriate TTM for any work carried out on the shoulder or in the live lane



Section F

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CAR E1043067 Amanda Wolfaardt Wellington City Council

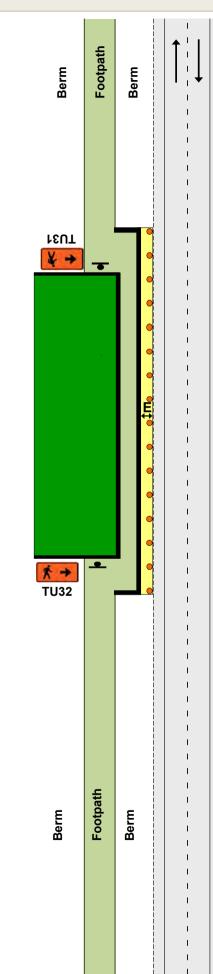
Static operations

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.ThisTMD 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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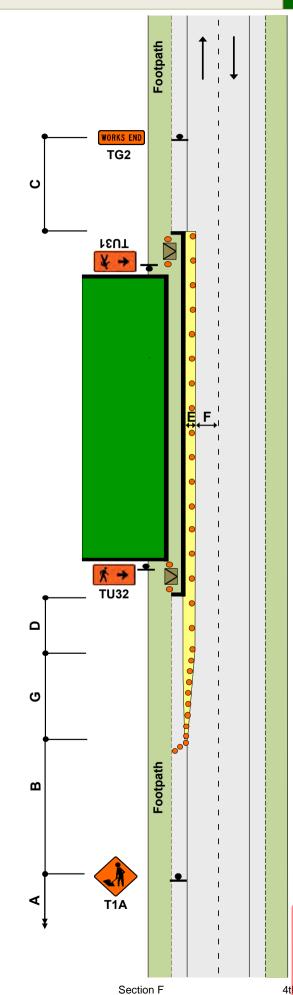
Section F

FOOTPATH

Footpath diverted onto carriageway Third preference

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.ThisTMD 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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F2.3

Level 1

Static operations

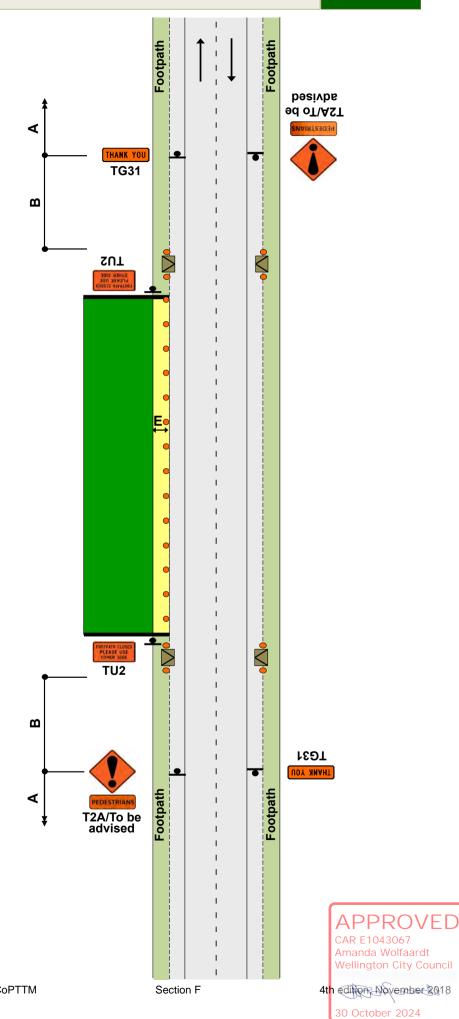
FOOTPATH

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

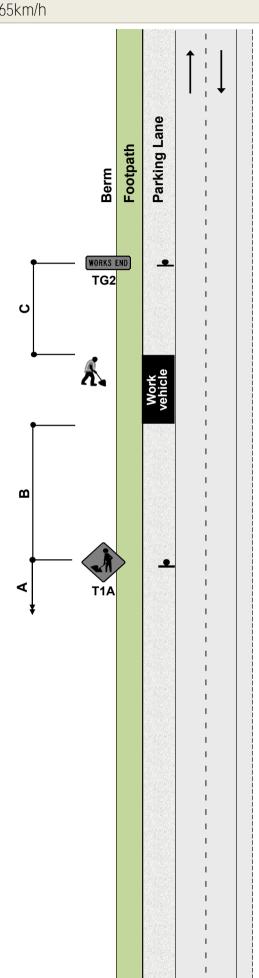


F2.5 Level 1

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

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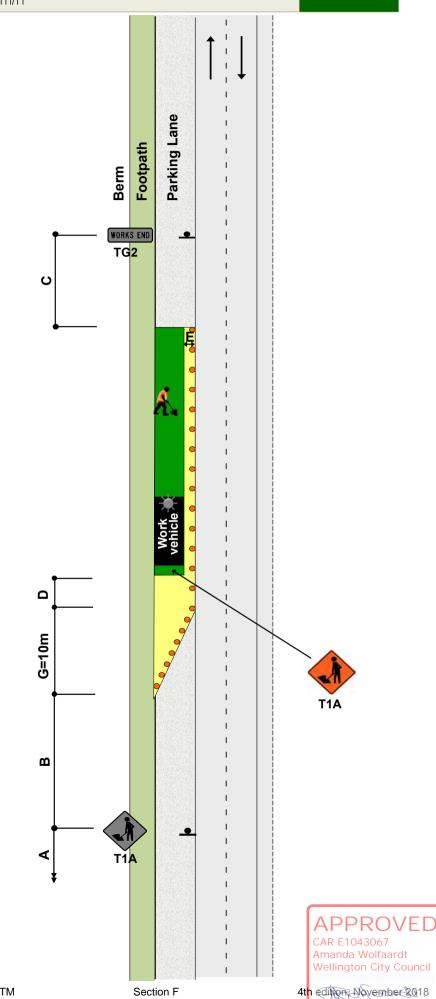
SHOULDER AND ROADSIDE ACTIVITIES Work in parking lane Permanent speed less than 65km/h

F2.6 Level 1

30 October 2024

Notes

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



SHOULDER AND ROADSIDE ACTIVITIES Shoulder closure

F2.7 Level 1

Notes

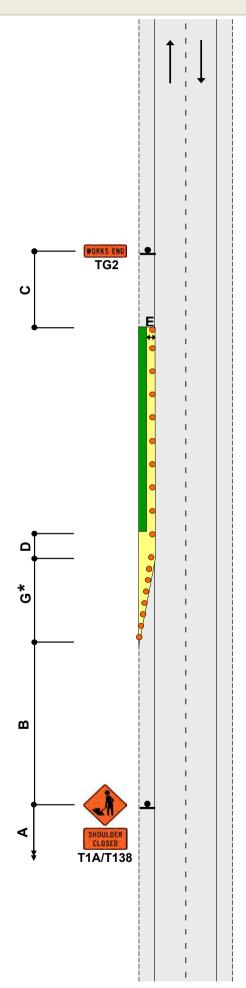
- 1.A 10m taper is allowed where shoulder width is less than 2.5m
- 2.*For shoulders
 exceeding 2.5m width,
 apply the following
 calculation; calculation
 of taper length for
 lateral shift of less than
 3.5m is:

$W \times G$

3.5

W = Width of shoulder

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



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Static operations

CYCLE LANE

Traffic not crossing road centre

Diverted cycle lane

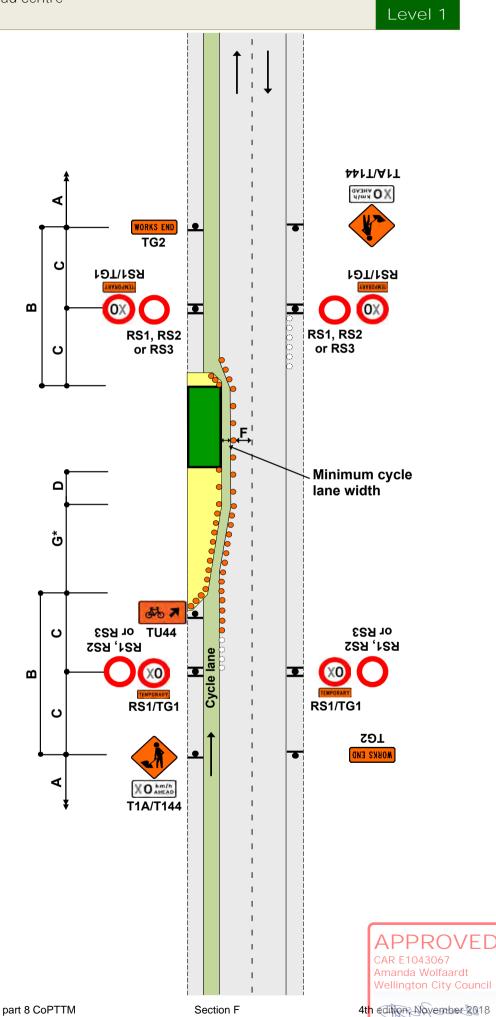
Notes

- 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:

WxG

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



F2.8

Static operations

CYCLE LANE

Traffic crossing road centre

Diverted cycle lane - coned lane control

F2.9 Level 1

30 October 2024

Notes

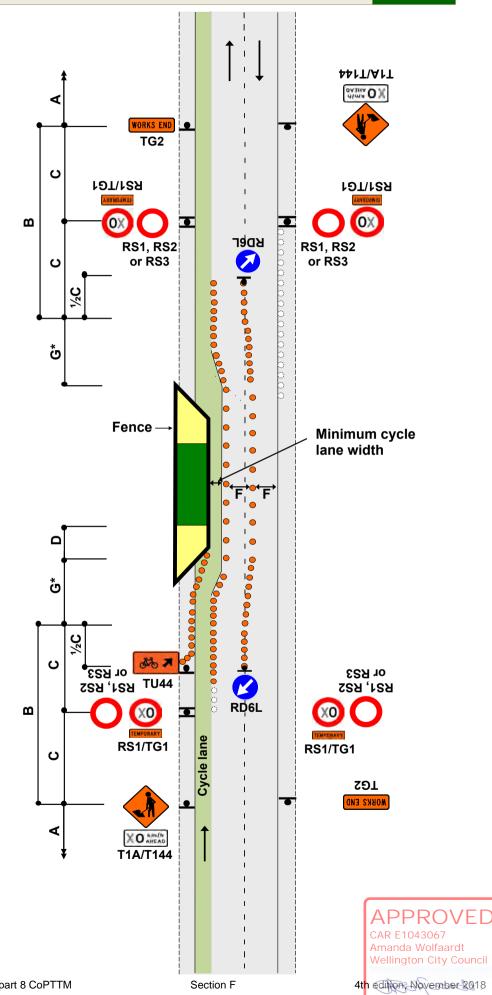
- 1. Minimum cycle lane width must be:
 - 1m 50km/h or less
 - 1.5m 60km/h or more
- 2.A minimum cycle lane width of 1.5m is required if the temporary cycle lane is uphill
- 3.*Calculation of taper length for lateral shift of less than 3.5m is:

$W \times G$

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



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

F2.11 Level 1

30 October 2024

Notes

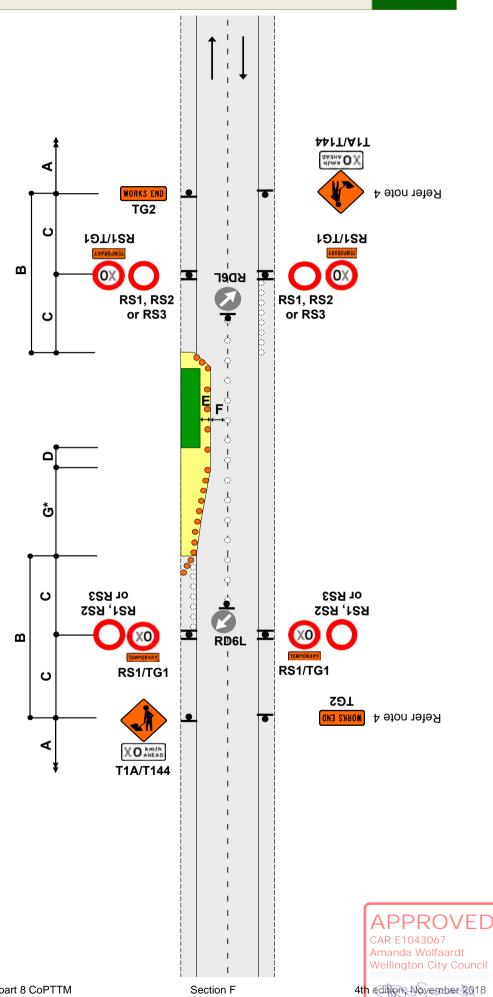
1.*Calculation of taper length for lateral shift of less than 3.5m is:

WxG

3.5

W = Width of lateral shift

- G = Taper length in metres from the level 1 layout distance table
- 2.If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end
- 3.Use TSLs if required by TSL decision matrix
- 4.If TSLs not required, the T1A and TG2 signs on the right hand side of the road are also not required
- 5.The T144 X0km/h AHEAD sign is optional



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

F2.12 Level 1

30 October 2024

Notes

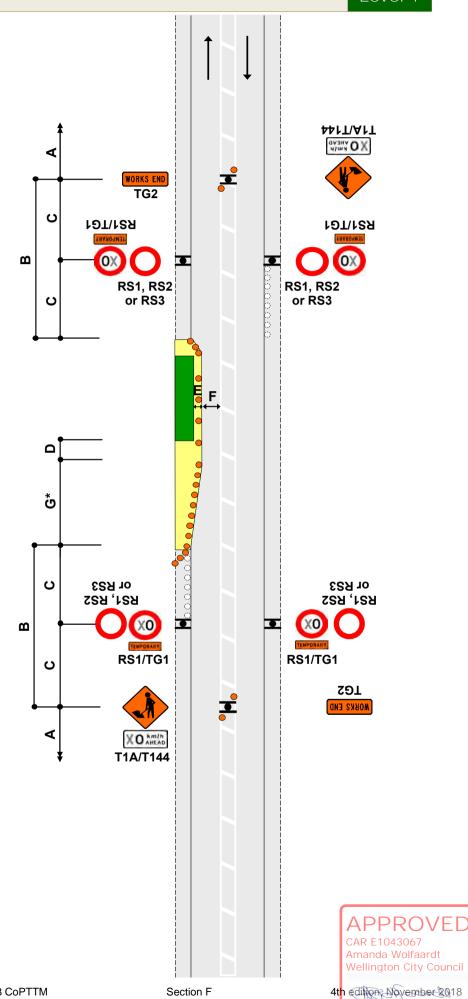
- 1.Use this diagram if signs will not be visible on left-hand side of road, or if it is safer to place signs on median and this will not interfere with turning traffic movements
- 2. Where a median exists which is more than 2m wide, the signs may be positioned on the median. Signs must be placed back-to-back 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:

WxG

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



Static operations

TWO-WAY TWO-LANE ROAD Traffic crossing road centre

Two lane diversion

F2.13 Level 1

30 October 2024

Notes

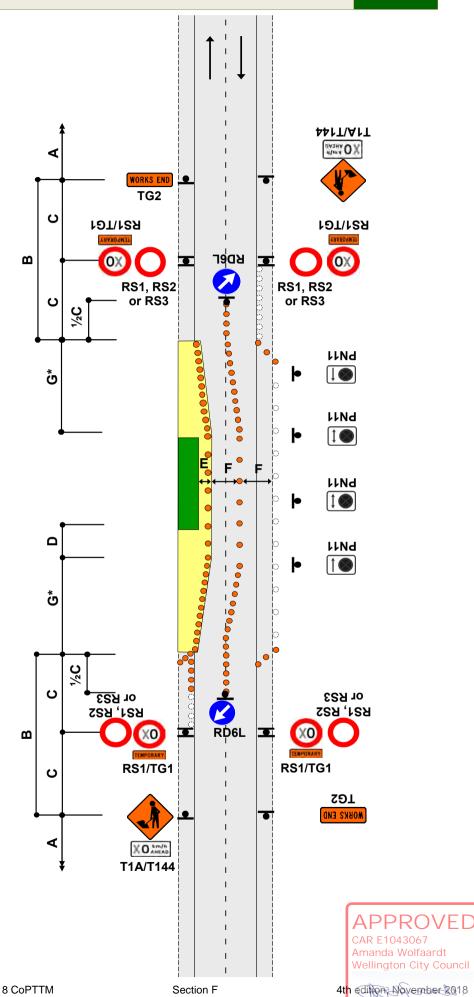
- 1. Cones are required on edge of the temporary lane opposite closure if road is not well defined
- 2.Return taper at end of closure may be shortened
- 3.*Calculation of taper length for lateral shift of less than 3.5m is:

$W \times G$

3.5

W = Width of lateral shift

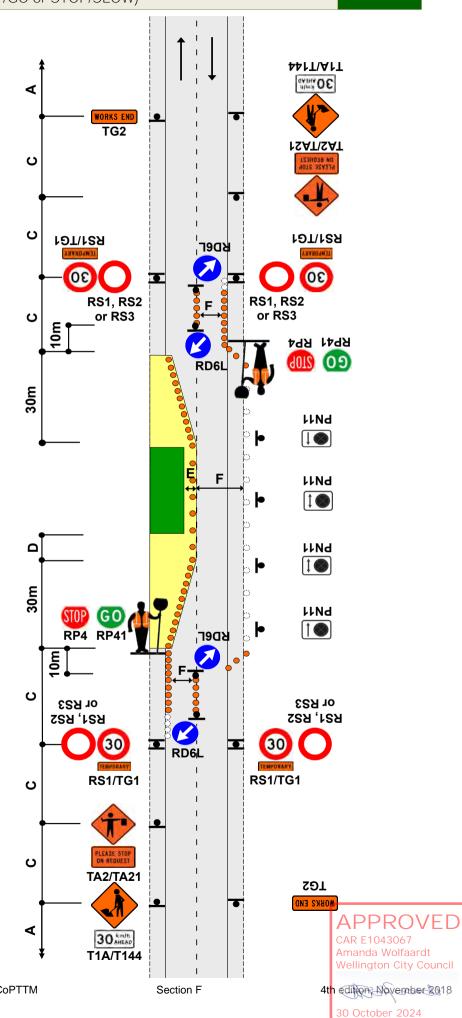
- G = Taper length in metres from the level 1 layout distance table
- 4.To allow heavy vehicles to manoeuvre, cones in the channel must be offset by at least 10m where the direction changes. Refer C8.2.12
- 5.Use PN11 No Stopping signs, if necessary
- 6.Use TSLs if required by TSL decision matrix
- 7.The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



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

F2.14 Level 1

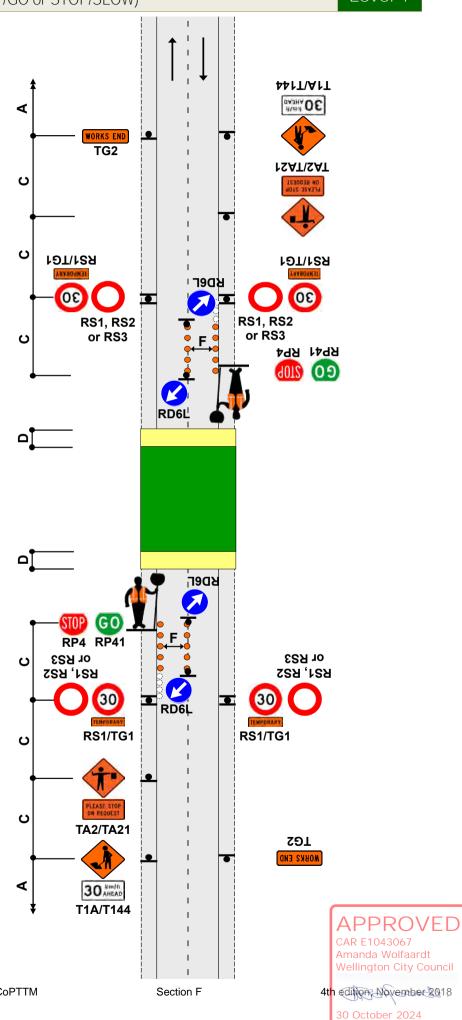
- 1.Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues
- 2.A 30m return taper at the end of the closure is mandatory
- Cones are required on edge of the temporary lane opposite closure if road is not well defined
- 4.To allow heavy vehicles to manoeuvre, 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
- Delays cannot exceed the time approved by the RCA (normally 5 to 10 minutes)
- 10. The T144 30km/h AHEAD sign is optional



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

F2.15 Level 1

- 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



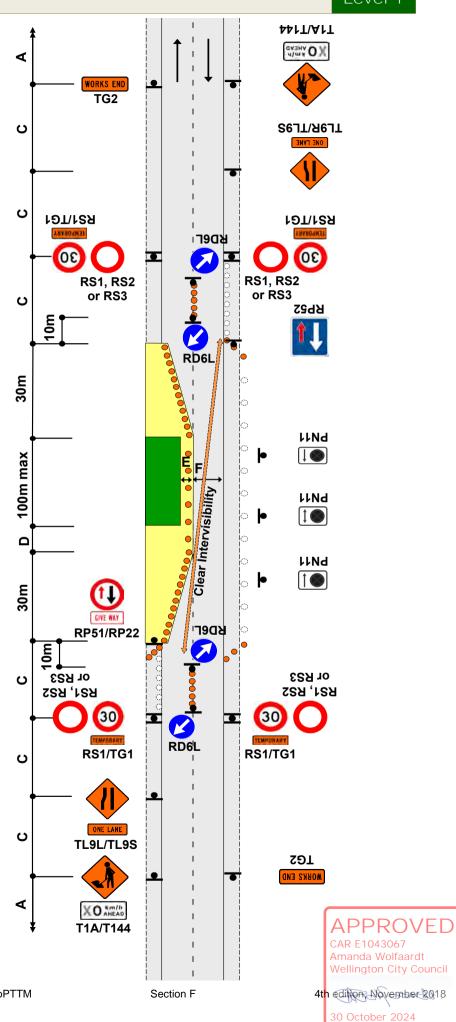
Static operations

TWO-WAY TWO-LANE ROAD

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

F2.16 Level 1

- 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



Static operations

TWO-WAY TWO-LANE ROAD Single-lane alternating flow Portable traffic signals

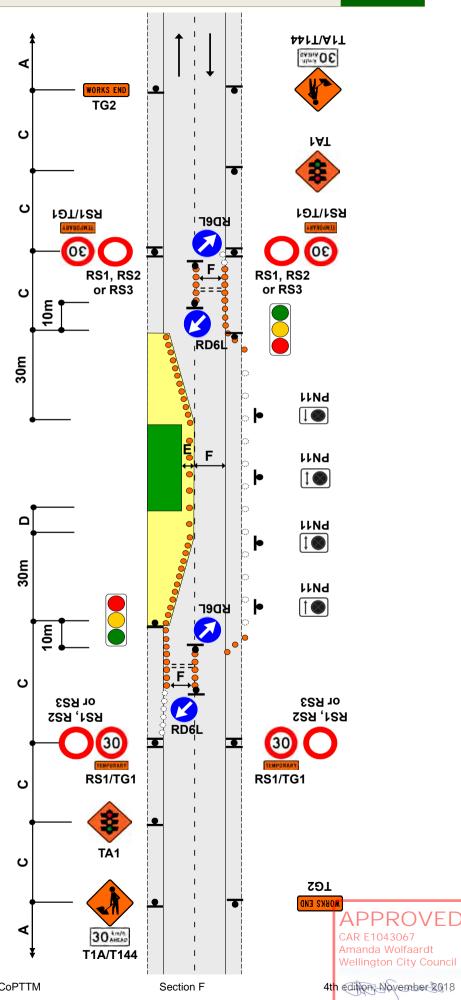
F2.17 Level 1

30 October 2024

- 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



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

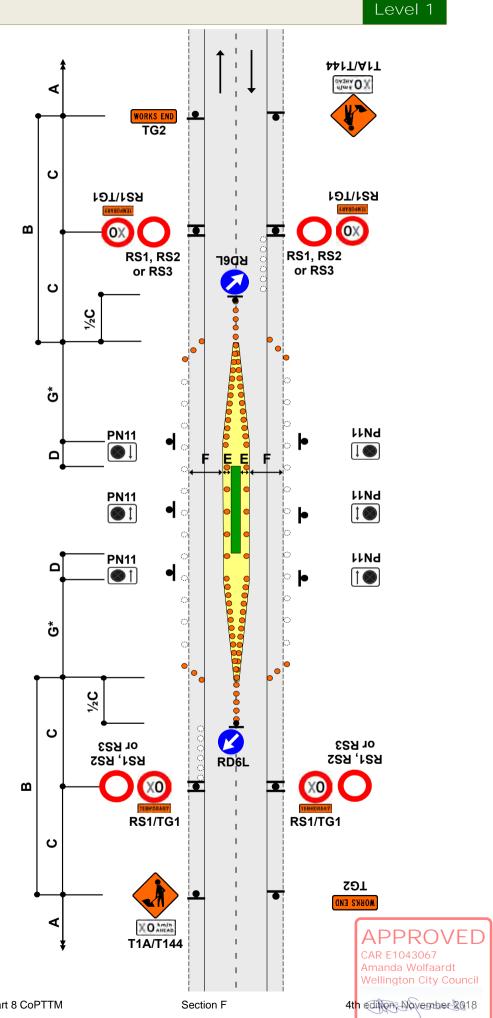
F2.18 Level 1

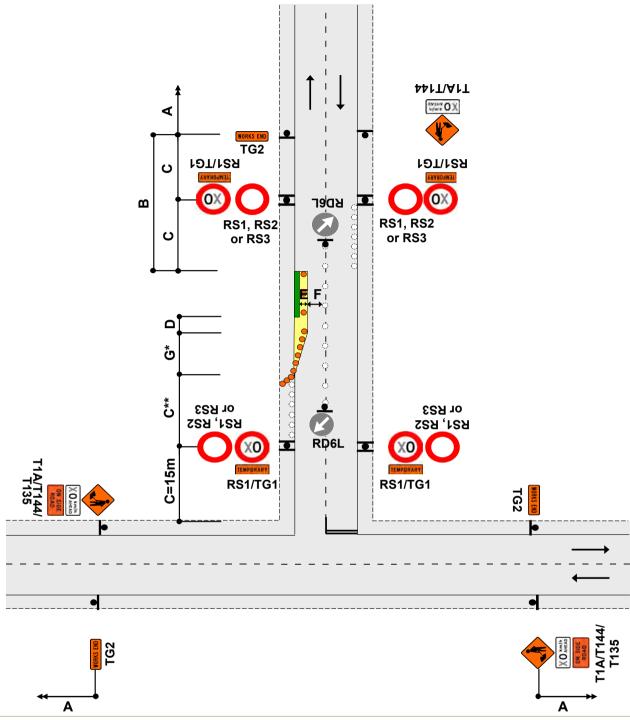
Notes

- 1.Cones are required on edge of the temporary lane opposite closure if road is not well defined
- 2.*Calculation of taper length for lateral shift of less than 3.5m is:

$W \times G$

- 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





Notas

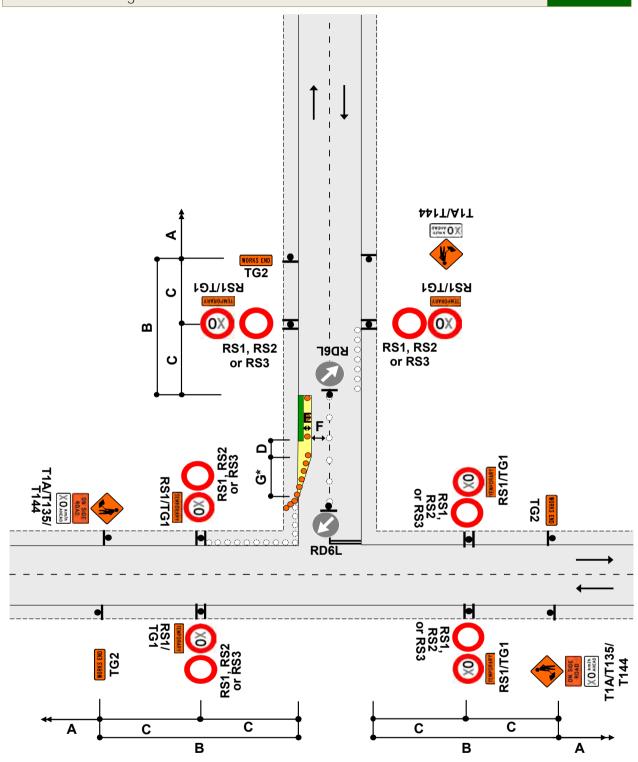
- 1. Sign spacing of TSL at the intersection can be reduced as per the table shown below
- 2. Where minimum dimensions cannot be achieved TMD F2.20 is to be used
- 3. Advance warning signs on main road must be at least the warning distance away from first cone in taper
- 4.*Calculation of taper length for lateral shift of less than 3.5m is:
 - $W \times G$ W = Width of lateral shift
 - 3.5 G = Taper length in metres from the level 1 layout distance table
- 5. If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end
- 6. Use TSLs as required by TSL decision matrix
- 7. The T144 30km/h AHEAD sign is optional



Static operations

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

F2.20 Level 1



Notes

1.*Calculation of taper length for lateral shift of less than 3.5m is:

 $W \times G$ W = Width of lateral shift

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

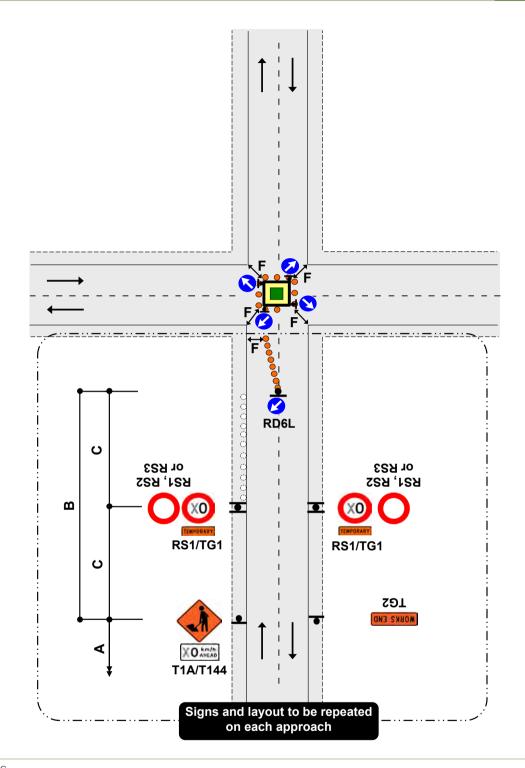
2.If traffic likely to cross the centreline, place cones on the centreline with RD6L signs at each end

3. Use TSLs as required by TSL decision matrix

4. The T144 X0km/h AHEAD sign is optional

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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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Static operations

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

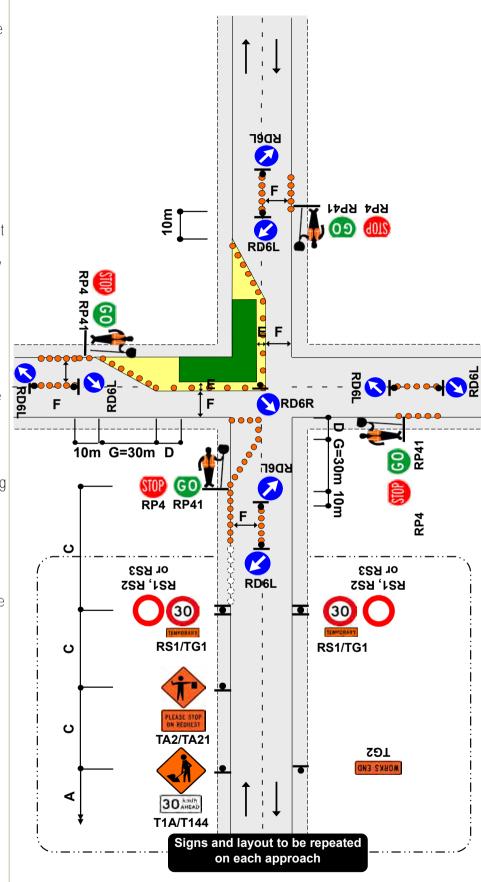
F2.22 Level 1

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- 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

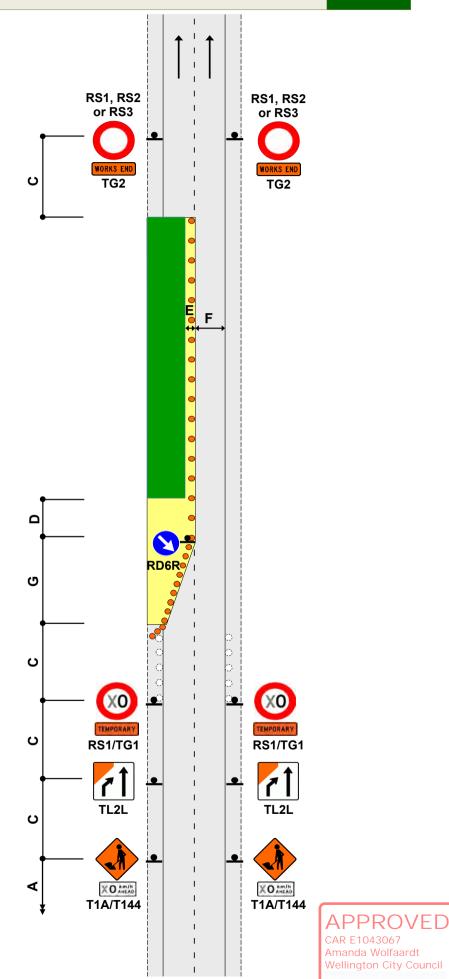


ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD Left-lane closure

F2.30 Level 1

Notes

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



Traffic control devices manual part 8 CoPTTM

Section F

Wellington City Council

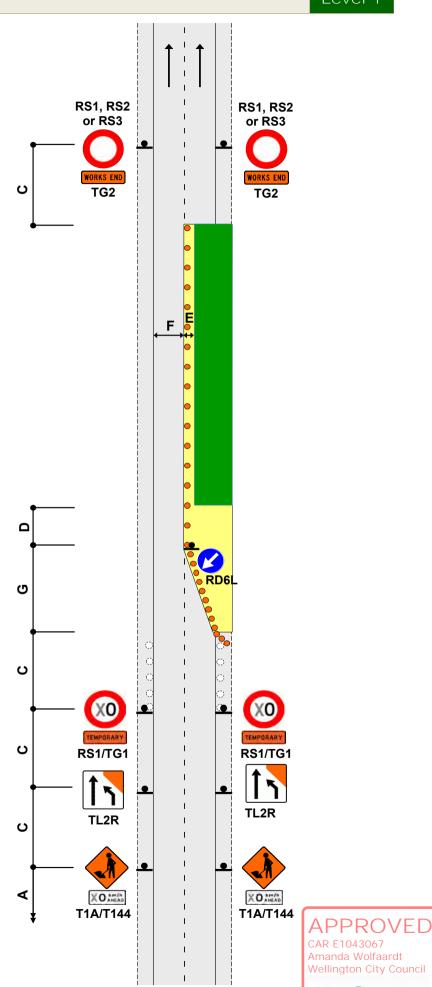
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ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD Right-lane closure

F2.31 Level 1

Notes

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



Section F

Traffic control devices manual part 8 CoPTTM

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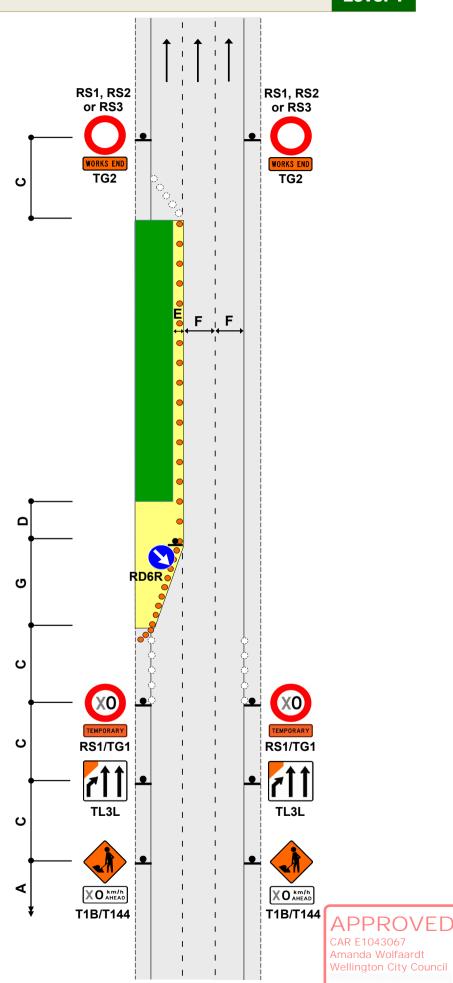
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ONE-WAY THREE-LANE DIVIDED OR THREE-LANE ROAD One-lane closure Left lane

F2.40 Level 1

Notes

- 1.Full end taper may be added if required
- 2.Use TSLs if required by TSL decision matrix
- 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



Traffic control devices manual part 8 CoPTTM

Section F

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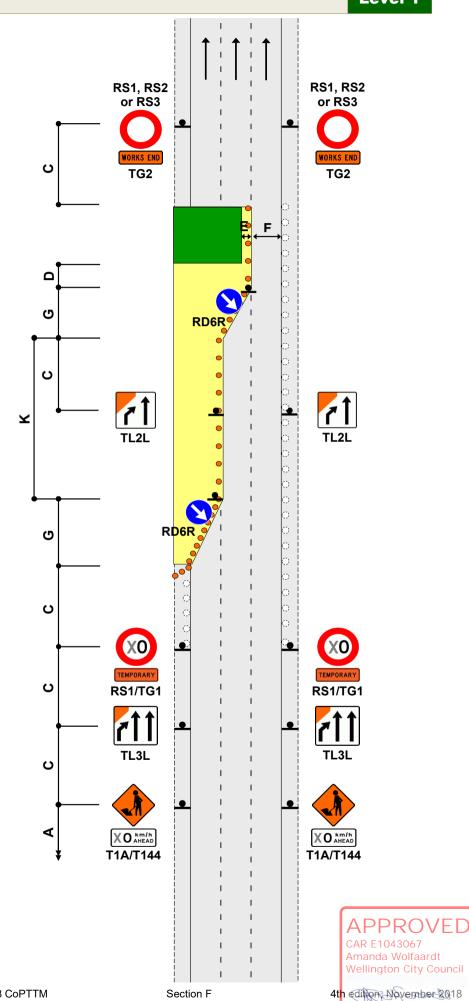
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ONE-WAY THREE-LANE DIVIDED OR THREE-LANE ROAD Two-lane closure

Left and centre lanes

F2.41 Level 1

- 1.Cones are required on edge of the temporary lane opposite closure if road is not well defined
- 2.Use TSLs if required by TSL decision matrix
- 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



TWO-WAY TWO-LANE ROAD F4.1 Level 1 Work vehicle is more than five (5) metres from the edgeline Any speed Greater than 5m T1A/T136 **APPROVED** CAR E1043067 Amanda Wolfaardt Wellington City Council

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Mobile operations

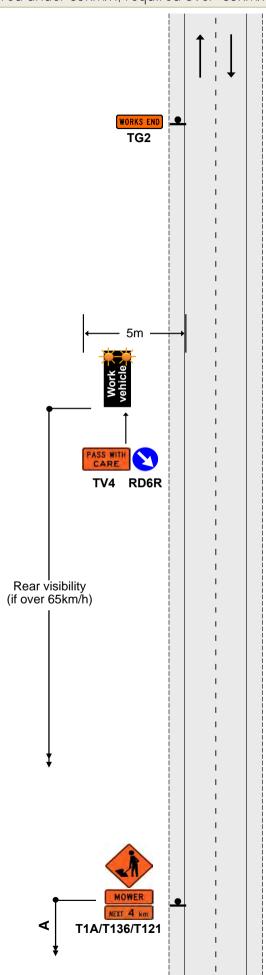
TWO-WAY TWO-LANE ROAD

Work vehicle is within five (5) metres of the edgeline CSD to work vehicle - not required under 65km/h, required over 65km/h

F4.2 Level 1

Notes

- 1.If permanent speed is under 65km/h, rear visibility to the work vehicle is not required
- 2.If permanent speed is over 65km/h, rear visibility to the work vehicle is required
- 3.A tail pilot vehicle equipped with T1A advance warning sign, appropriate supplementary plate and RD6R may replace the static signs if the permanent speed is under 65km/h (see TMD F4.3)



Traffic control devices manual part 8 CoPTTM

Section F

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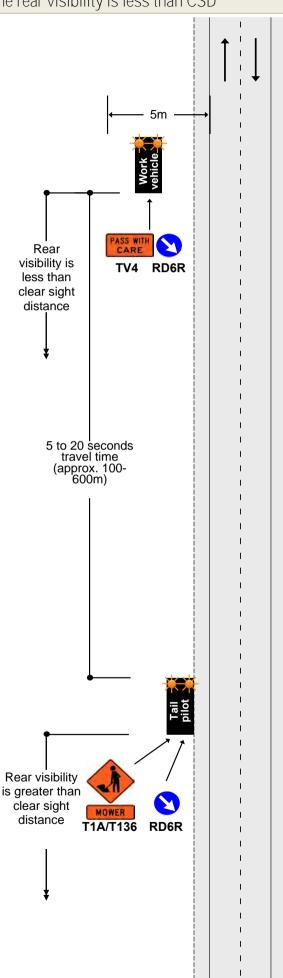
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TWO-WAY TWO-LANE ROAD

Work vehicle is within five (5) metres of the edgeline Speed limit over 65km/h - the rear visibility is less than CSD F4.3 Level 1

Notes

1.This TMD can replace TMD F4.2 when permanent speed is under 65km/h. In these situations, static signs are not required



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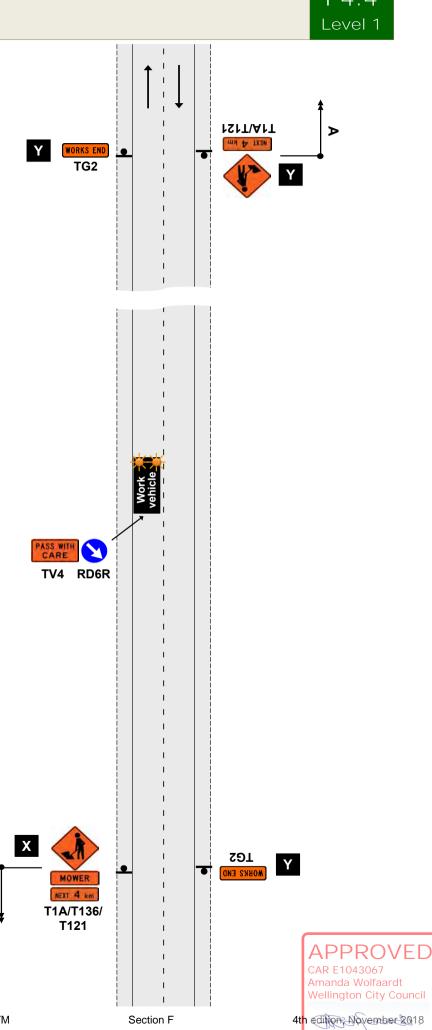
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Section F

TWO-WAY TWO-LANE ROAD Work vehicle is in a lane Permanent speed under 65km/h

F4.4

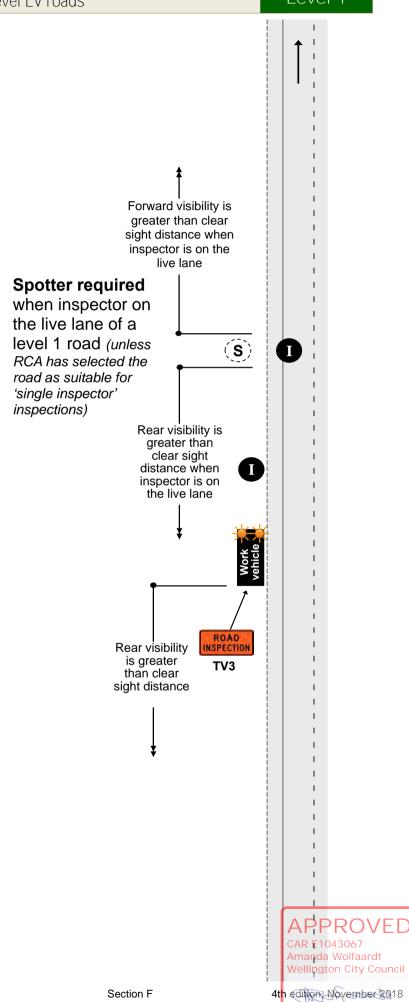
- 1.Advance warning sign X may be replaced by tail pilot equipped with T1A advance warning sign and appropriate supplementary plate
- 2.In this case, signs marked with Y do not need to be erected
- 3.If using static advance warning signs and the operation is on the lane, then static advance warning signs must also be placed on any intersecting roads



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

- 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)



Static operations www.invarion.com

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



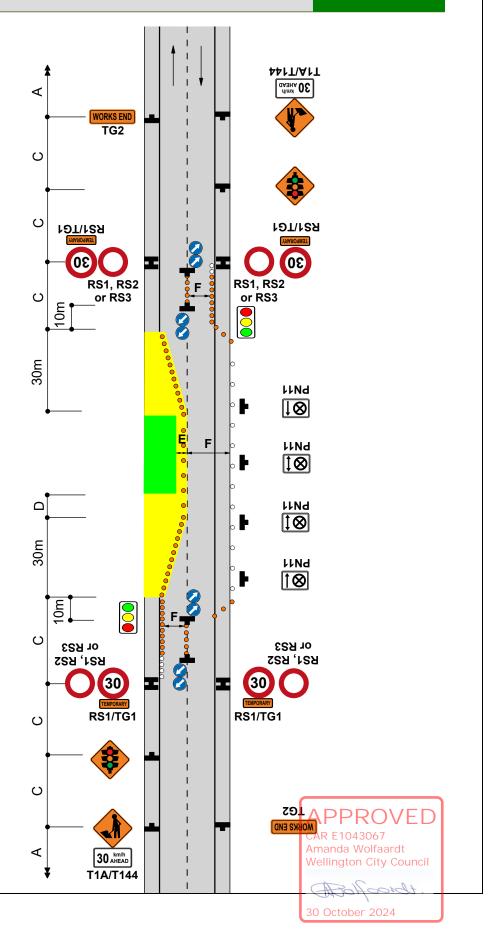


- 4.Minimum 5 cones in cone threshold.
- 5. Extend or place extra advance warning signs towards on-coming traffic beyond any expected traffic queues

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



Static operations

CYCLE LANE Cycle lane closed Poratable e-STOP

ATMS03 Level 1

anda Wolfaardt

30 October 2024

lington City Council

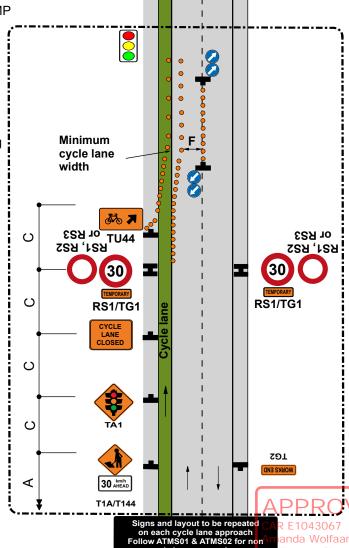
Notes

- 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.

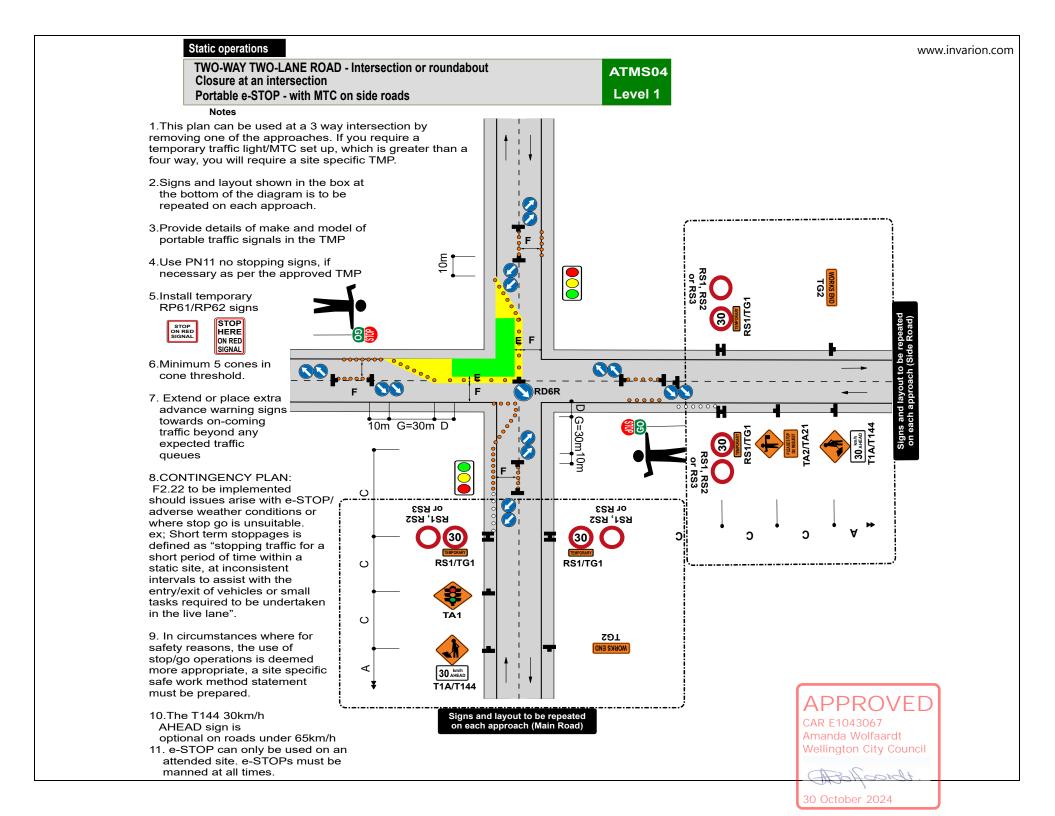
8.CONTINGENCY PLAN:

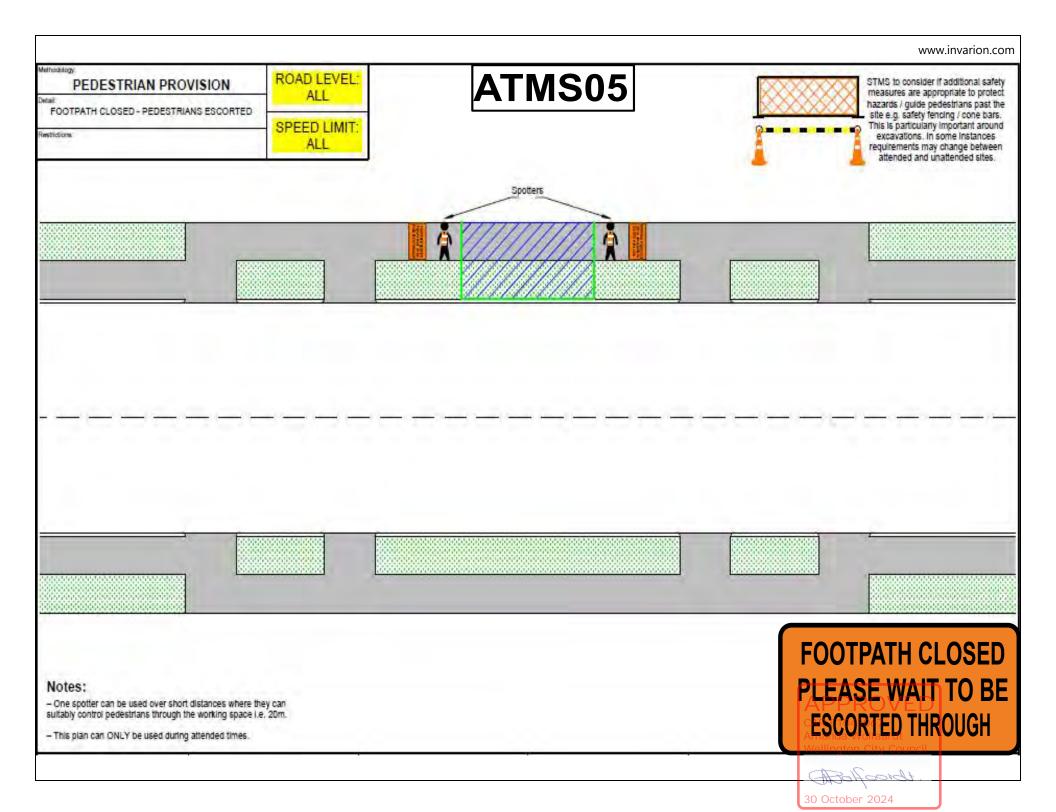
F2.14 or F2.22 to be implemented should issues arise with e-STOP/ adverse weather conditions or where stop go is unsuitable. ex; Short term stoppages is defined as "stopping traffic for a short period of time within a static site, at inconsistent intervals to assist with the entry/exit of vehicles or 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.



cycle lane approaches

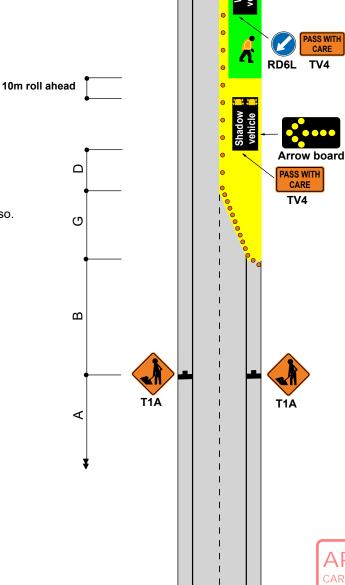




Mobile operations

ONE-WAY TWO-LANE DIVIDED OR TWO-LANE ROAD ATMS06 Part or all of a lane occupied Level 1 Semi-static closure - work for up to 1 hour Notes 1.Only use this TMD

- when activity can be completed within 1 hour (excluding set up and removal of worksite)
- 2.The T1A advance warning signs may be replaced by a tail pilot vehicle with a T1A sign, appropriate supplementary plate and a RD6R/L
- 3.If shadow vehicle is fitted with a TMA, the longitudinal safety zone (D) is not required
- 4.If using static advance warning signs and the operation is on the lane, then static advance warning signs must also be placed on any intersecting roads.
- 5. This site can be used on the opposite (left) lane also.



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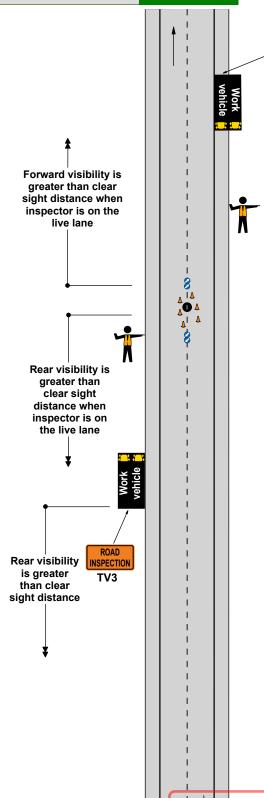
30 October 2024

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

- 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
- 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.



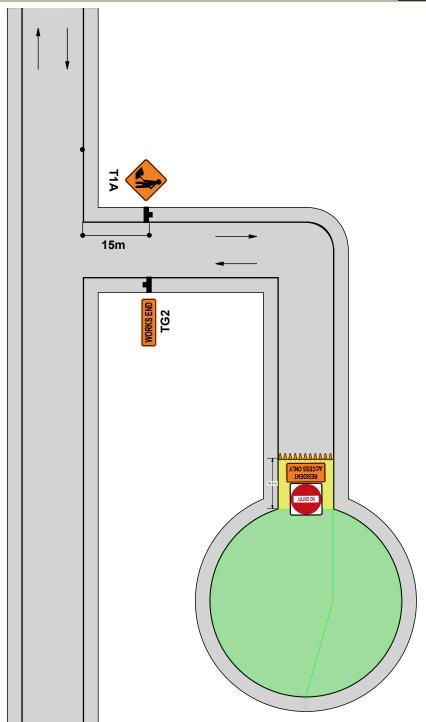
Static operations

TWO-WAY TWO-LANE ROAD

Cul De Sac - Closure

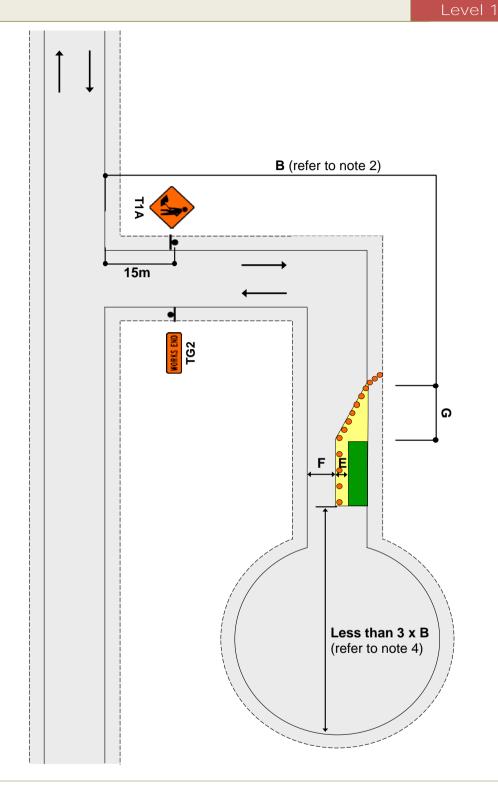
Access to maintained for Residents/Couriers/Emergency Services

ATMS08 Level 1



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Notes

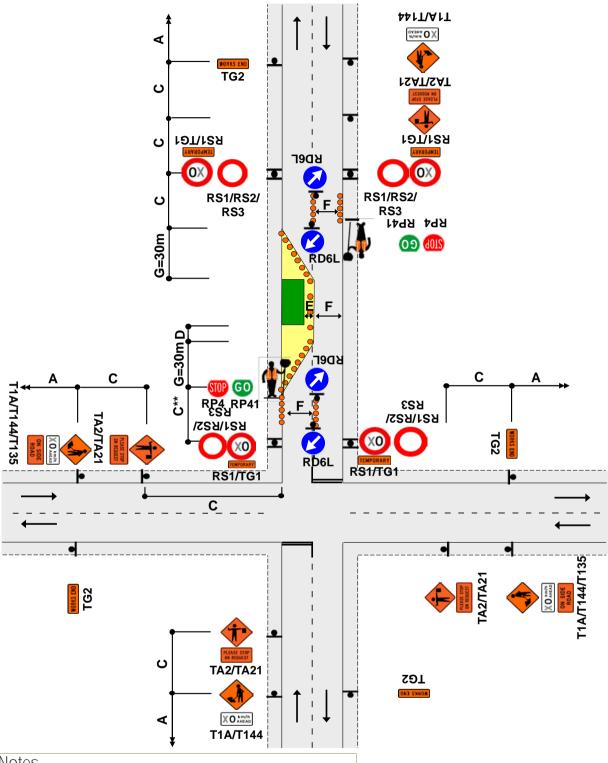
- 1. T1A sign to be placed at least 15m from the intersection
- 2. Where less than B, T1A/T135 and TG2 signs required on main road
- 3. Working space to be less than 100m
- 4. Signage is not required past the worksite where there is less than 3 x B from the end of the working space to the end of the road

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

J2.19a Level 1

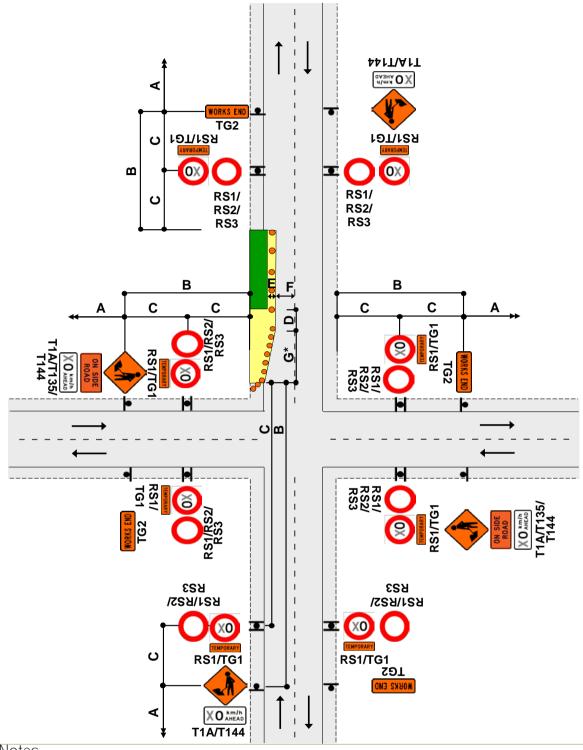


Notes

- 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 Intersection TSL to Total (PSL) to TSL taper <50km/h 15m 15m 30m 60km/h 15m >70km/h 15m 40mar E1559067 Amanda Wolfaardt 4th edition, October 2014 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:

 $W \times G$ 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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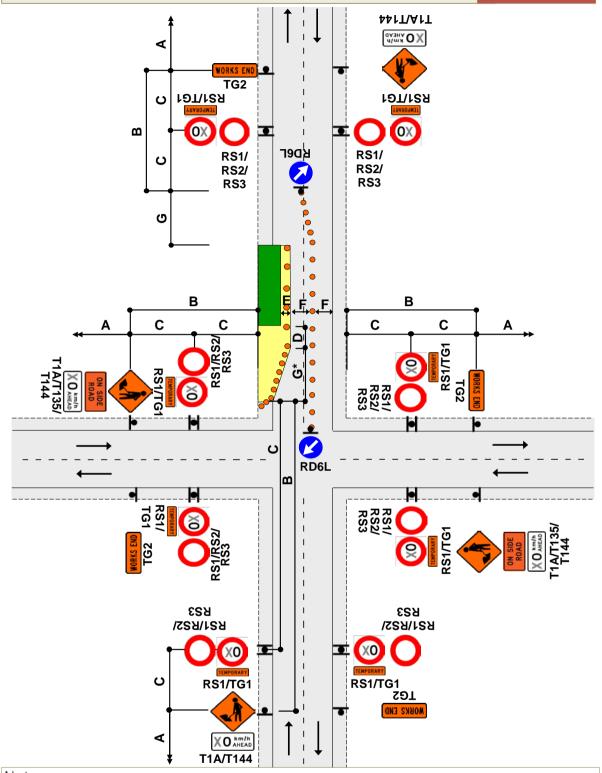
Amanda W<u>olfaard</u>t 4th edition, October 2014

RD6R

throofodt

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:

$W \times G$

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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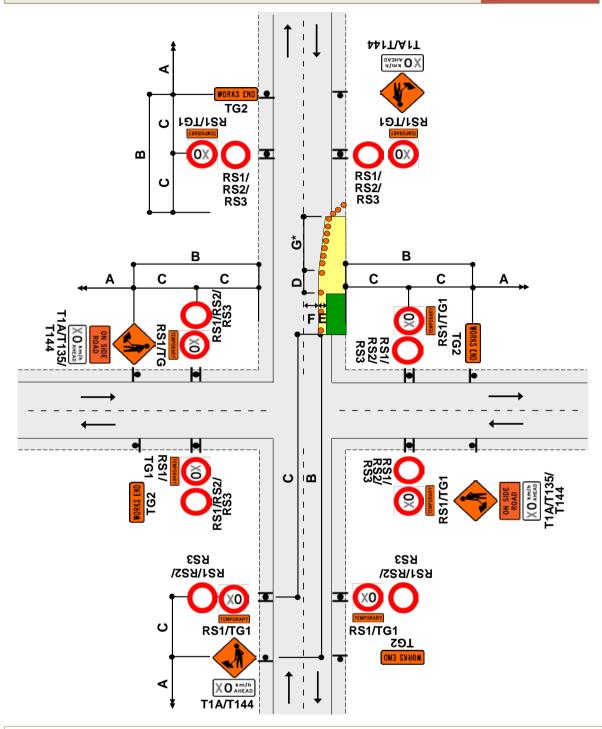
Amanda Wolfaardt 4th edition, October 2014

RD6R

throofodt

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

J2.20c



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:

W x G 3.5

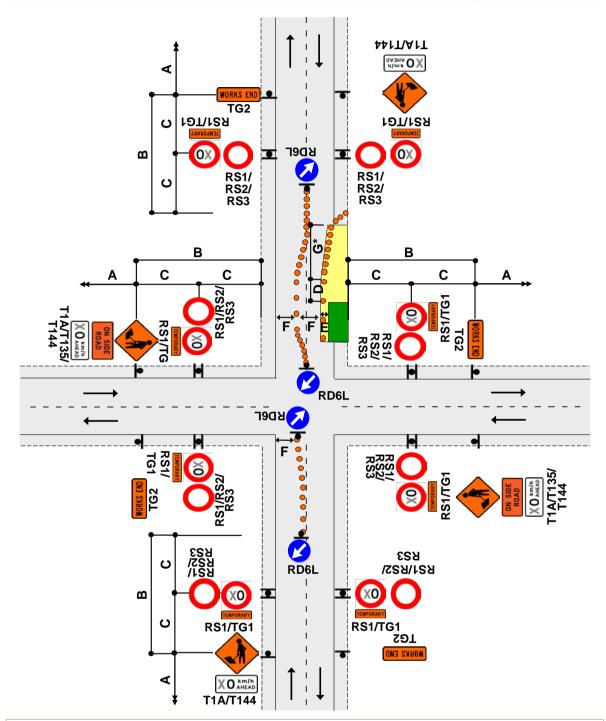
W = Width of Shoulder G = Taper length in metres from the level 1 layout distance table

- 4. Use TSLs if required by TSL decision matrix
- 5. The T144 X0km/h AHEAD sign is optional



RD6R

Amanda Wolfaardt Wellington City Cou 4th edition, October 2014



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:

$W \times G$

3.5

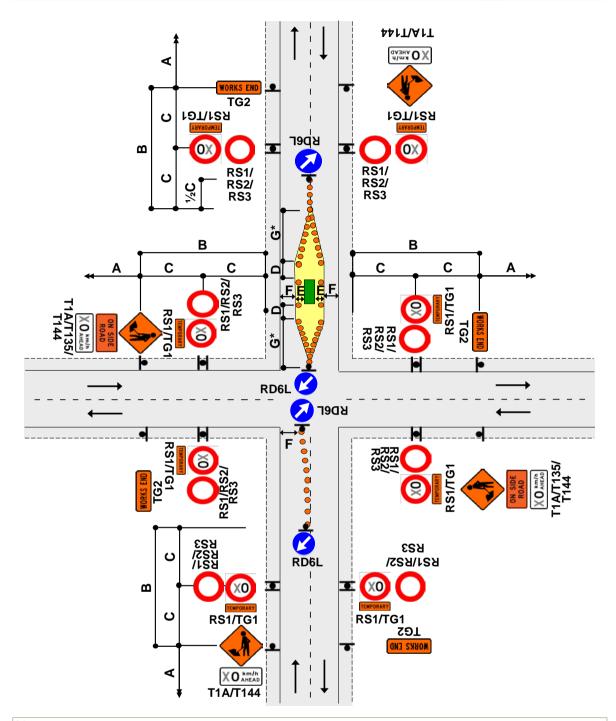
W = Width of lane G = Taper length in metres from the level 1 layout distance table

- 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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throofodt



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:

$\frac{\text{W} \times \text{G}}{\text{O}}$

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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STATIC OPERATIONS

THREE LANES ONE WAY ROAD

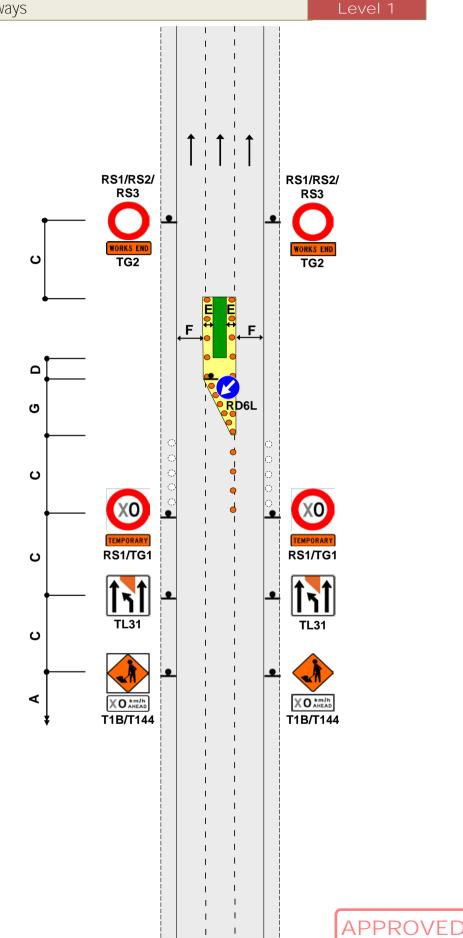
Middle lane closed on roads 50km/h or less

Not for use on state highways

J2.42a Level 1

Notes

- 1. Not to be used on roads with permanent speed above 50km/h
- 2. Not to be used on state highways
- 3. Traffic must merge in one direction only
- 4. There must be a definite lane shift (either left or right)
- 5. Tapers must move traffic to the side of greatest capacity
- 6. Use either TMD F2.41 or TMD J2.41a in preference to this TMD, unless their use would likely cause traffic delays
- 7. Use TSLs if required by TSL decision matrix
- 8. The T144 X0km/h AHEAD sign is optional



Traffic control devices manual part 8 CoPTTM

Section J

CAR E1043067 Amanda Wolfaardt 4th edition, October 2014 ABOHOOIS!

www.invarion.com Closure: Level 1 Mobile Closure Level:1 TMP Ref: Mobile L1 - TTM Install/Removal

Main Roads List

Main Roads are the principal roads that connect the suburbs with each other, and connect the suburbs to the city. Main Roads also include many central city streets which get busy during peak traffic times. Streets which are part of the NZTA New Zealand State Highway Route from The Terrace tunnel to the Airport are also identified by **(State Highway)**. Streets which are part of the Over height route are identified in **bold italics**.

Abel Smith St Adelaide Rd Aotea Quay Aro St Barnard St Bassett Rd Bay Rd Bidwell St Birdwood St Blackbridge Rd Boulcott St Bowen St **Box Hill** Bracken Rd Brandon St Britomart St Broadway Broderick Rd Brooklyn Rd Brougham St

Buckle St (State Highway)

Buller St Bunny St Burma Rd Cable St

Calabar (State Highway)

Cambridge Tce Carlton Gore Rd Cashmere Ave Centennial Highway Chaffers St

Chaffers St Chaytor St Childers Tce Churchill Dr

Cobham Dr (State

Highway)
Cockayne Rd
Constable St
Courtenay Pl
Crawford Rd
Crofton Rd
Cuba St
Curtis St

Customhouse Quay

Dixon St

Dufferin St (State

Highway) Elizabeth St

Ellice St (State Highway)

Evans Bay Pde
Featherston St
Garden Rd
Ghuznee St

Glasgow St
Glenmore St
Grafton Rd
Grant Rd
Grey St
Grosvenor Tce
Hankey St
Harriett St
Harris St
Hataitai Rd
Hawker St
Hawkestone St
Helston Rd
Hunter St

Hutt Rd Jervois Quay John St

Johnsonville Rd Johnston St

Kaiwharawhara Rd

Karo Dr **(State Highway)** Karori Rd

Karori Rd Kelburn Pde

Kent Tce (State Highway)

Kenya St
Khandallah Rd
Kilbirnie Cres
Kupe St
Lambton Quay
Lennel Rd
Luxford St
MacDonald Cres
Maidavale Rd
Main Rd

Majoribanks St Manners St Mein St Mercer St Middleton Rd Miramar Ave Molesworth St Moorefield Rd

Moxham Ave

Onepu Rd

Mulgrave St Murphy St Newlands Rd **Ngaio Gorge Rd** Northland Rd Ohiro Rd Old Karori Rd Onslow Rd

Oriental Pde
Ottawa Rd

Palliser Rd

Panama St

Park St

Paterson St (State

Highway)
Perth St
Raroa Cres
Raroa Rd
Riddiford St
Rintoul St
Rongotai Rd

Ruahine St (State Highway)
Rugby St (State Highway)

Salamanca Rd Station Rd Stout St

Sussex St (State Highway)

Takapu Rd Tasman St

Taranaki St (State

Highway)

Taurima St (State Highway)

The Crescent
The Parade
The Rigi
The Terrace
Thorndon Quay

Thorndon Qu Tinakori Rd Troy St Tory St Upland Rd Victoria St

Vivian St (State Highway)

Wadestown Rd Waikowhai St **Wakefield St** Wallace St Waring Taylor St **Waterloo Quay**

Webb St

Wellington Rd (State

Highway)
Whitehead Rd
Whitmore St
Willeston St
Willis St
Willowbank Rd

Wilton Rd