


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

TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM

Use this form for complex activities. Refer to the NZ Transport Agency’s Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.

Organisations /TMP reference	TMP reference: AT-1	Contractor:	Principal (Client):		
			RCA: 		

Location details and road characteristics	Road names and suburb	House no./RPs (from and to)	Road level	Permanent speed
	AUCKLAND TRANSPORT NETWORK			
	Contractor to complete:			
	Contractor to complete:			
	Contractor to complete:			
	Contractor to complete:			

Traffic details (main route)	AADT Road Levels will be determined by the RCA as per Carriageway Levels Spread Sheet Available to contractor	Peak flows For All Level LV, Level 1 Roads 5am to 7am / 5pm and 7pm. All Level 2 and Level 3 Roads 7am to 9am / 7pm to 9pm unless otherwise stipulated by RCA
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Description of work activity


ROAD INSPECTIONS for level LV and Level1 and Level 2 road.

Contractor to specify activities:


Planned work programme

Start date	01-06-2016	Time	24hrs	End date	31-05-2017	Time	24hrs
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Consider significant stages, for example: <ul style="list-style-type: none"> road closures detours No activity periods. 	Location of inspection - ON SHOULDER , BERM OR FOOTPATH -NO TIME LIMIT <ul style="list-style-type: none"> LEVEL LV LEVEL 1 LEVEL 2
	Location of inspection ON LIVE LANE - UP TO 5 MIN <ul style="list-style-type: none"> LEVEL LV LEVEL 1 LEVEL 2

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Alternative dates if activity delayed	DATE:				
	TIME:				
Road aspects affected (<i>delete either Yes or No to show which aspects are affected</i>)					
Pedestrians affected?	No	Property access affected?	No	Traffic lanes affected?	No
Cyclists affected?	No	Restricted parking affected?	No	Delays or queuing likely?	No
Proposed traffic management methods					
Installation <i>(includes parking of plant and materials storage)</i>	TTM to be installed under a mobile operation as per CopTTM Section D as per attached TMP				
Attended (day)	As per attached TMP (WAP Special Conditions)				
Attended (night)	As per attached TMP (WAP Special Conditions)				
Unattended (day)	As per attached TMP (WAP Special Conditions)				
Unattended (night)	As per attached TMP (WAP Special Conditions)				
Detour route	No Detour Route Will Be Required				
	Does detour route go into another RCA's roading network? No (<i>delete either Yes or No</i>) <i>Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</i>				
Removal					
Proposed TSLs (<i>see TSL decision matrix for guidance</i>)					
	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 5 of Land Transport Rule: Setting of Speed Limits 2003, Rule 54001 <i>(List speed, length and location)</i>	Times <i>(From and to)</i>	Dates <i>(Start and finish)</i>	Diagram ref. no.s <i>(Layout drawings or traffic management diagrams)</i>	
Attended day/night	No TSL Required				
Unattended day/night	No Unattended Activity Required				

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Positive traffic management measures

Contingency plan

If long queues form or delays exceed 5mins (or any other period required by RCA), site to be disestablished or additional lanes made available.

Adjust TMD to suit unforeseen circumstances (eg weather or site overlaps with another work site).

Emergency services will be accommodated and access provided through the site as required. See page 2

Control Measures.

Location of inspection - ON SHOULDER, BERN OR FOOTPATH -NO TIME LIMIT

Shoulder: The sealed or unsealed surface outside the edge line or an inferred line along the outside edge of a lane

• **LEVEL LV**

Spotter optional – can be one person activity:

- Working under the approved TMP, following the STMS' briefing
- Onsite control must be by an STMS, or a TC or a TC Inspector.

• **LEVEL 1**

Spotter optional – can be one person activity:

- Working under the approved TMP, following the STMS' briefing
- Onsite control must be by an STMS, or a TC or a TC Inspector.

• **LEVEL 2 under 65km/h**

Spotter optional – can be one person activity:

- Working under the approved TMP, following the STMS' briefing
- Onsite control must be by an STMS L2/3, or an STMS-NP or a TC Inspector.

• **LEVEL 2 over 65km/h**

Spotter optional – can be one person activity:

- Working under the approved TMP, following the STMS' briefing
- Onsite control must be by an STMS L2/3, or an STMS-NP or a TC Inspector.

Location of inspection - ON LIVE LANE - UP TO 5 MIN

- **NO INSPECTION TO TAKE LONGER THAN 5 MIN**
- 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 give verbal instructions to the inspector. If this is not possible, a static or mobile operation is required.

- 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.

• **LEVEL LV**

Spotter optional – can be one person activity:


- Working under the approved TMP, following the STMS' briefing
- Onsite control must be by an STMS, or a TC or a TC Inspector.

• **LEVEL 1**

Spotter required – minimum two person activity:

- Working under the approved TMP, following the STMS' briefing
- Onsite control must be by an STMS, or a TC or a TC Inspector.

• **LEVEL 2 under 65km/h**

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Spotter required – minimum two person activity:

- Working under the approved TMP, following the STMS' briefing
- Onsite control must be by an STMS L2/3, or an STMS-NP or a TC Inspector.
- LEVEL 2 over 65km/h

Inspection must only be carried out with RCA approval and may be subject to RCA conditions (e.g. locations, times). Spotter required – minimum two person activity:

- Working under the approved TMP, following the STMS' briefing
- Onsite control must be by an STMS L2/3 or an STMS-NP.

Traffic Flows

- Count traffic (CT) for 5 minutes use the result to input into formula –
- $CT * 288 = X$ (e.g. 25 vehicles* 288 =7200 vehicles per day)
- Compare value to table

Traffic count road levels (VPD)		
Level LV	<	500
Level 1	<	10000
Level 2	>	10000

EMERGENCY PROCESS

Remove on self from the line lane immediately. Remain on the footpath/ off the carriageway and observe the emergency. Vehicle wait 5 minutes before the continuing the inspection this to ensure there is no other emergency vehicles coming past.

Other Contractors


- Unattended worksites - not affecting lanes, do not enter area of physical works, inspections around the area can be done as required following the controls of the TMP
- Unattended worksites – affecting the lanes, do not enter area of physical works, inspections from the shoulder to the berm can be to completed as required, inspection in the live lane contact needs to be made with closure STMS/TC
- Attended worksites – meet up with onsite STMS/TC before inspection take place

General rules (apply to all the above)

- CoPTTM PPE Applies wear a high-visibility garment
- Inspectors must move to avoid traffic. They must not expect traffic to move or slow down to avoid them.
- Climbing over median barriers is not permitted on any level of road unless you are protected on both sides (i.e. by a barrier or closure both sides).
- 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.
- be parked clear of the live lane, and have an amber flashing beacon(s) operating
- 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.
- The vehicle must have a rear-mounted sign e.g. TV3 (TW-27) ROAD INSPECTION indicating the type of activity taking place and to give advance warning (of more than CSD) for approaching drivers. The following exemptions apply:
 - 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).
- A vehicle-mounted sign is not necessary for inspections on level LV roads.

Spotter optional

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

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Contingency plans

Generic contingencies for:

- major incidents
- incidents
- pre planned detours.

Remove any options which do not apply to your job

Major Incident

A major incident is described as:

- Fatality or serious 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 do so.

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.


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	<p>Detour</p> <p>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:</p> <ul style="list-style-type: none"> • excessive delays when using an alternating flow design for TTM • redirecting one direction of flow and / or • total road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared. <p>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.</p> <p>The detour and route must be designed including:</p> <ul style="list-style-type: none"> • pre- approval form the RCA's whose roads will be used or affected by the detour route • ensure that TTM equipment for the detour - signs etc are on site an pre-installed. 	<p>Actions</p> <p>When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:</p> <ul style="list-style-type: none"> • Notify the RCA and / or the engineer when the detour is to be established • Drive through the detour in both directions to check that it is stable and safe • Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced and tailbacks have cleared • Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.
	<p>Note also the requirements for no interference at an accident scene:</p> <p>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:</p> <ul style="list-style-type: none"> • save a life of, prevent harm to or relieve the suffering of any person, or • to maintain the access of the general public to an essential service or utility, or • to prevent serious damage to or serious loss of property. 	
<p>Other contingencies to be identified by the applicant <i>(i.e. steel plates to quickly cover excavations)</i></p>	<p>All Contingencies outlined as per above.</p>	

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Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?	N/A
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	No	Has approval been granted?	N/A
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	No	Has approval been granted?	N/A
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	No	Has approval been granted?	N/A
Authorisation to use portable traffic signals	Make, model and description/number			
	NZTA compliant?	No (delete either Yes or No)		
EED				
Is an EED applicable?	No	EED attached?	No	
Delay calculations/trial plan to determine potential extent of delays				
Public notification plan				
No Public Notification Plan Required				
Public notification plan attached?	No			
On-site monitoring plan				
Attended (day and/or night)	Attended Day / Night Monitoring to be captured on the On-Site-Record Sheet			
Unattended (day and/or night)	No Unattended Site Activity Required			
Method for recording daily site TTM activity (eg CoPTTM on-site record)				
On Site Record Sheet to be filled out by STMS or Qualified TC Inspector in charge of Site				
Site safety measures				
As Per CopTTM Section D				

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Other information						
No Other Information Required						
Site specific layout diagrams						
Number	Title					
AT-01	Sheet 1 and 2 of 2					
Contact details						
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date	
Principal	Auckland Transport					
TMC	Auckland Transport					
Engineers' representative	Auckland Transport					
Contractor	Contractor To Specify					
STMS	Contractor To Specify					
TC	Contractor To Specify					
Others as required	Contractor To Specify					
TMP preparation						
Preparation	MARIUS VAN DER MERWE	24.05.16		33705	STMS 2/3NP	27/08/17
	<i>Name (STMS qualified)</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
This TMP meets CoPTTM requirements				Number of		
TMP returned for correction (if required)	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
Engineer/TMC to complete following section when approval or acceptance required						
Approved by TMC/engineer (delete one)	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
Acceptance by TMC (only required if TMP approved by)	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
Qualifier for engineer or TMC approval						

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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 STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.

Notification to TMC prior to occupying worksite/Notification completed

Type of notification to TMC required		Notification Completed	Date <input type="text"/>
			Time <input type="text"/>

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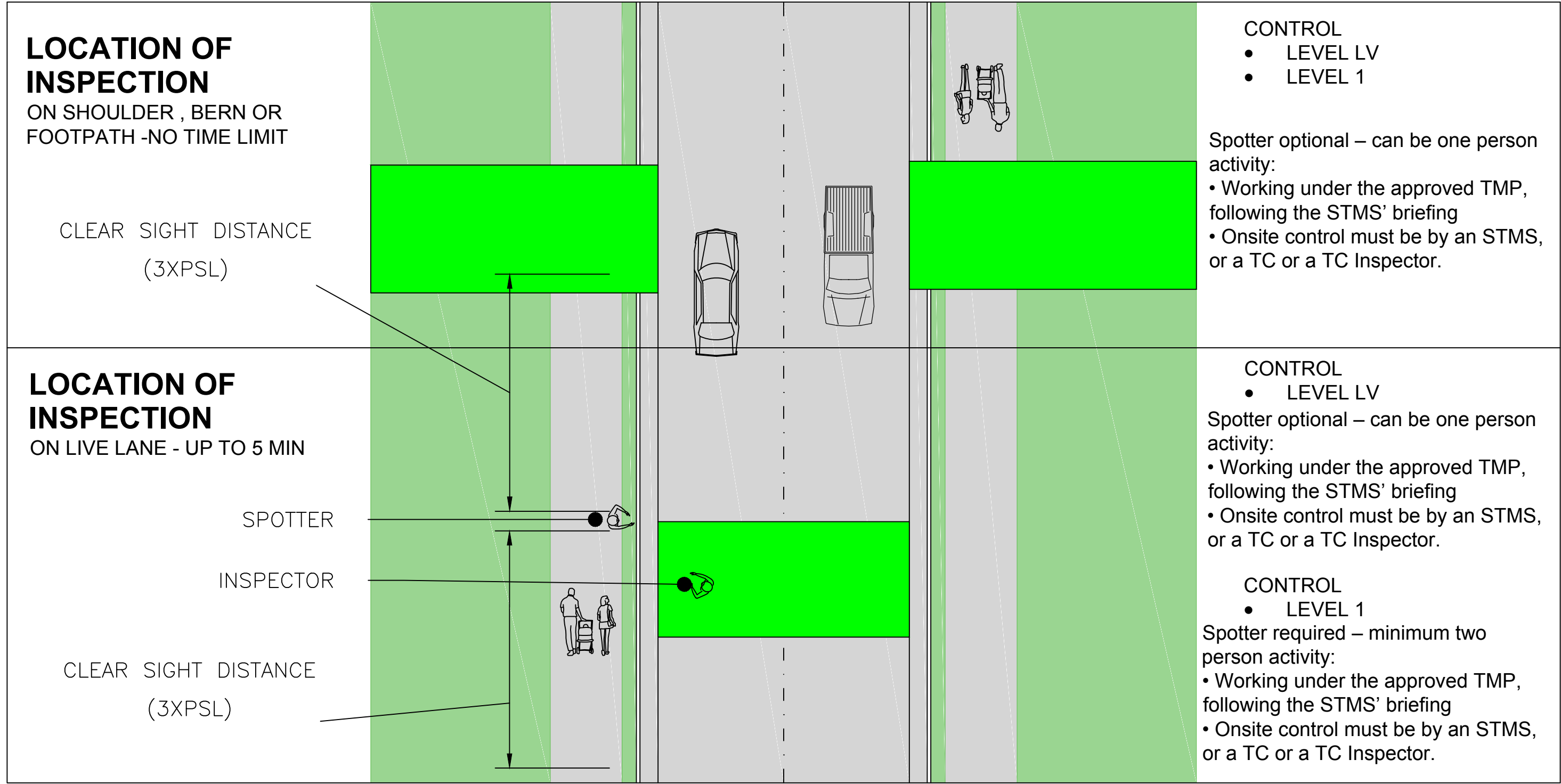


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LEGEND:
WORK AREA:



ROAD INSPECTION ACTIVITIES LEVEL LV AND LEVEL 1 ROAD



Rev	Description	By	Chkd	Date
1	INITIAL DRAWING	N.O	D.T.	22/04/14

DRAWING ORIGINATOR:

ORIGINAL SCALE:
N.T.S

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DRAWN & CHECKED BY:
Neil Oliver (2/3 P, #47839, 21/04/14)

PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:
Dove TBos (2/3 P, #48486, 21/04/14)

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DRAWING TITLE:
ROAD INSPECTIONS
AUCKLAND TRANSPORT NETWORK,
LEVEL LV AND LEVEL 1

DRAWING TITLE:
AT-1

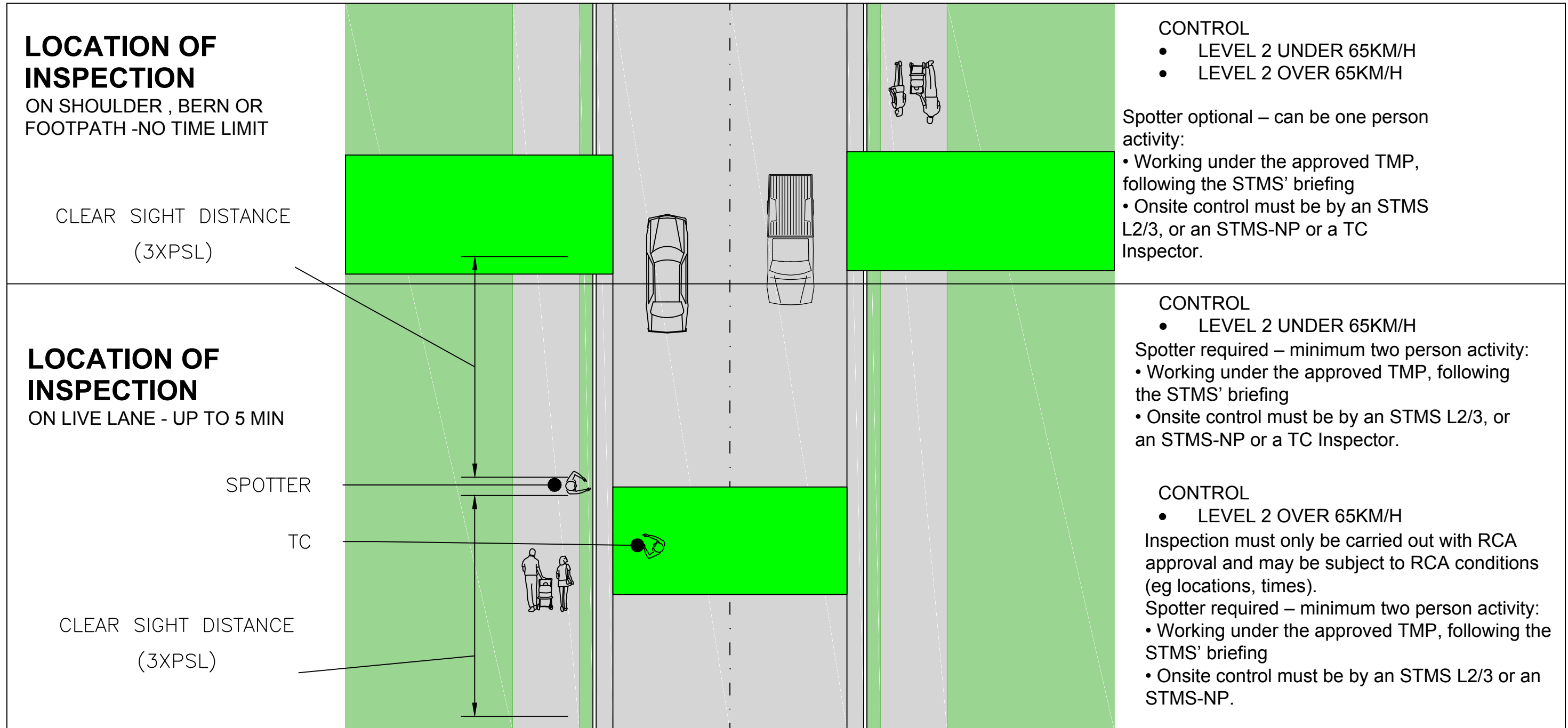
SHEET NO:
Sheet 1 of 2



LEGEND:
WORK AREA:



ROAD INSPECTION ACTIVITIES LEVEL 2



Rev	Description	By	Chkd	Date
1	INITIAL DRAWING	N.O.	D.T.	22/04/14

DRAWING ORIGINATOR:

ORIGINAL SCALE:
N.T.S

DRAWN & CHECKED BY:
Neil Oliver (2/3 NP #47639) (1/14/14)
Dave Tibbo (2/3 P, #48486) (21/06/2014)

PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:
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DRAWING TITLE:
ROAD INSPECTIONS
AUCKLAND TRANSPORT NETWORK,
LEVEL LV AND LEVEL 1

DRAWING TITLE:
AT-1
SHEET NO:
Sheet 2 of 2



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