

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: TMNZ-HOF-230322	Contractor (Working space): Sport Northland	Principal (Client): Sport Northland		
		Contractor (TTM): Traffic Management NZ	RCA: Northland Transport Alliance		
Location details and road characteristics	Road names and suburb		House no./RPs (from and to)	Road level	Permanent speed
	Domain Road, Kai iwi Lakes		Entire Length	LV / CAT A	30kph
	Kai Iwi Lakes Road, Kai Iwi Lakes		2.700 to 5.900	LV / CAT B	100kph
Traffic details (main route)	AADT Domain Road, Kai iwi Lakes – 123, 7% Heavy. Kai Iwi Lakes Road, Kai Iwi Lakes – 284, 7% Heavy.		Peak flows 0700-0900 and 1600-1800 Monday to Friday		

Description of work activity

This TMP is for The annual FIRECO Kai Iwi Lakes Triathlon based at Kai Iwi Lakes features a choice of three distances, options for team and an event for the kids. The start, finish and transition areas are all based at Pine Beach where there is camping available so you can really make a weekend of it. The event is a 1 day event and will take place on 27/04/2024.

Planned work programme

Start date	27/04/2024	Time	0600	End date	27/04/2024	Time	1400
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Consider significant stages , for example:	<ul style="list-style-type: none"> • road closures • detours • no activity periods.
	<p>Once on site prior to the installation of the worksite, the STMS is to:</p> <ul style="list-style-type: none"> • Check all vehicles 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. <p>Adult Categories - (Try a Tri, Short & Long Course) :</p> <ul style="list-style-type: none"> • Start & Finish of race, road closure to be installed along with other TTM. Refer to TMNZ-HOF-230322-1 • Two road Closures on Kai Iwi Lakes Road to be installed. Residents will have access to come and go but only when cyclists are clear from the closures and turning points. Refer to TMNZ-HOF-230322- 2 & 3. <p>Set up and Removal of the TTM:</p> <p>Time will be provided for set up and removal before and after set work times. Set up will commence at 0600 and removal to be finished by 1400.</p> <ul style="list-style-type: none"> • L1 Mobile Operation to be used for the set up and the removal of the worksite. Refer to TMNZ-HOF-230322-4 & 5.

Alternative dates if activity delayed	Nil
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Road aspects affected (delete either Yes or No to show which aspects are affected)

Pedestrians affected?	No	Property access affected?	No	Traffic lanes affected?	Yes
Cyclists affected?	Yes	Restricted parking affected?	No	Delays or queuing likely?	Yes

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CAR E988349
Dean Mitchell
STMS Number 14405

Kororo District Council

Dean Mitchell

03 April 2024

Proposed traffic management methods

Installation
*(includes parking of
 plant and materials
 storage)*

Installation Process:

Site will be installed under a Level 1 mobile operation with appropriate work vehicles and crew.

TTM equipment will be unloaded from:

- The non-traffic side of a stationary work vehicle. Refer to TMNZ-HOF-230322- 4 & 5

TTM equipment is installed either:

- To the non-traffic side of a work vehicle. Refer to TMNZ-HOF-230322- 4 & 5
OR
- 10m in front of the work vehicle. Refer to TMNZ-HOF-230322- 4 & 5
OR
- From the rear deck of the work vehicle with a shadow vehicle in place, When working from the rear deck the crew must be harnessed. Refer to TMNZ-HOF-230322- 5

Order of installation:

Signs installed on the left hand side of the road, then the right hand side of the road as required. Signs should be erected by travelling around the road network in a clockwise direction setting up each side road as they are passed. All turns in and out of side roads will be to the left which is to make turning easy and provide better safety.

- The first sign erected for the worksite must be the advance warning sign.
- The remaining signs are placed in order from the advance warning sign until the end of works (Thank You) sign is reached as per the approved TMP.
- The vehicle then simply turns around on a bidirectional carriageway to make the next run. This process will continue until the sign network is complete.
- Delineation devices must be placed once all signs have been installed.

Before any equipment or materials are brought onto the site, a drive through check of the site will be made in all directions including all side roads.

On completion of the drive through check and the above is confirmed, the STMS then must give the okay for the event crew to enter the site for the site safety (toolbox) briefing.

Once on site, prior to the event commencing, the STMS will conduct the toolbox briefing using this approved TMP to explain:

- **Identified hazards** – Identify public safety and site safety hazards and how they will be addressed and place on the hazard document for 'toolbox' briefing.
- **The TTM requirements for the site** – STMS to check the TMP is appropriate to the site. Where the TMP is not suitable, halt proceedings until the necessary actions have been taken.
- **Safety zone requirements and limits** – Where they are located. No equipment or vehicles within lateral or longitudinal safety zones. These safety zones must be kept clear.

On completion of site set up and toolbox briefing:

- Once the STMS can confirm the site is safe, legal and complies with the TMP, they must give the okay for the event crew to carry out the planned event

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Kerryn Dittler, Traffic Control

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Attended (day)	<p>Closures, as per TMNZ-HOF-230322-1, 1.1, 2 & 3</p> <p>The site will be attended during the day by a Level 1 / CAT A&B Qualified STMS, however (if STMS is not remaining on site) is to be within 30min travel time of the attended site at all times. If the STMS is not on site (but is within 30min travel time), the site will be delegated to a qualified TC/TMO (however STMS must return to modify the site unless the modifications take place from the shoulder line and back (can't be an inferred line, must be a physical painted line)). The STMS must brief the TC/TMO on the TTM requirements of the site before handing control of the site to the TC/TMO. Briefing must be confirmed in writing to acknowledge the handover.</p> <p>All staff on the site shall be briefed on the traffic management requirements before starting any events on site. A site safety / tailgate meeting is to be held at the start of each day and all hazards, the control measure implemented to control the hazards are to be noted on the Hazard ID form. The Hazard ID form must be signed by all staff and sub-contractors on the site.</p> <p>Notes:</p> <ul style="list-style-type: none"> • Marshalls or TC's to be in place during event to monitor and guide cyclists along the race route. • Marshal duties will be to direct competitors and warn and direct traffic. • Marshals will be located at major intersections and areas of restricted visibility. • Cyclists (Participants) are to abide by normal road rules with the exception of MTC is allowing them the right of way to cross at intersection where they would not usually have the right of way. • All TTM is to be removed once the event is finished. No TTM is to be left on site. • TTM is to be removed once made redundant and participants have cleared the intersection. • Minimum of two STMS will be at event. One will be the finish area with at least one on the course, along with a number of TC staff. • Lead and rear vehicles will be used with warning signs and flashing lights. • Police and emergency services have been notified and will be asked to provide assistance. • Repeater speeds to be installed maximum of every 400m.
Attended (night)	No night events planned.
Unattended (day)	Site is not left unattended.
Unattended (night)	Site is not left unattended.
Detour route	<p>No detour required.</p> <p>Does detour route go into another RCA's roading network? — Yes — No <i>(delete either Yes or No)</i></p> <p>If Yes, has confirmation of acceptance been requested from that RCA? — Yes — No <i>(delete either Yes or No)</i></p> <p>Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</p>

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Removal	<p>Removal of the site will be done under a mobile closure with TTM equipment taken from:</p> <ul style="list-style-type: none"> the non-traffic side of a stationary work vehicle. <i>Refer to TMNZ-HOF-230322-4 & 5</i> <p>TTM equipment is removed either:</p> <ul style="list-style-type: none"> From the non-traffic side of a work vehicle. <i>Refer to TMNZ-HOF-230322-4 & 5</i> OR 10m in front of the work vehicle. <i>Refer to TMNZ-HOF-230322-4 & 5</i> OR From the rear deck of the work vehicle with a shadow vehicle in place, When working from the rear deck the crew must be harnessed. <i>Refer to TMNZ-HOF-230322-5</i> <p>Removal Procedure</p> <ul style="list-style-type: none"> Removal of the site will commence as soon as the client has finished with their event. The removal of TTM measures must be in order of delineation devices around the site, delineations in the centreline, direction and protection signs, end of works (Thank You) signs, and then finally advanced warning signs. The last signs removed from the site must be the advanced warning signs. The STMS will carry out the final check and sign off before leaving the site.
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Proposed TSLs (see TSL decision matrix for guidance)

	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 6 of Land Transport Rule: Setting of Speed Limits 2017, Rule 54001/2017 <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	<p>A temporary max speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 2900m Situated between 2.850 (RP) and 5.750 (RP) on Kai Iwi Lakes Road, Kai Iwi Lakes</p> <p>Repeater speeds to be installed a maximum of every 400m</p>	0600 to 1400	27/04/2024 to 27/04/2024	TMNZ-HOF-230322-2 & 3
	<p>A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 60m situated between 0.000 (RP) and 0.060 (RP) on Domain Road, Kai Iwi Lakes.</p>	0600 to 1400	27/04/2024 to 27/04/2024	TMNZ-HOF-230322-2
Unattended day/night	No TSLs required - TSLs not left unattended.	-----	-----	N/A
TSL duration	<p>Will the TSL be required for longer than 12 months?</p> <p>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</p>			No

Positive traffic management measures

<p>Positive traffic management measures must be used when installing TSLs of:</p> <ul style="list-style-type: none"> Less than 70km/h in areas with permanent speed limits of 100km/h. <p>If traffic is not complying with the installed TSL, additional measures available to the STMS are the following:</p> <ul style="list-style-type: none"> Narrowing lane widths adjacent to the working space by the use of Side Friction cones Close spacing of delineation devices 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).

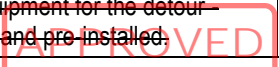

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Contingency plans

<p>Generic contingencies for:</p> <ul style="list-style-type: none"> major incidents incidents pre-planned detours. 	<p>Major Incident</p> <p>A major incident is described as:</p> <ul style="list-style-type: none"> Fatality or notifiable injury - real or potential Significant property damage, or Emergency services (police, fire, etc) require access or control of the site. 	<p>Actions</p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> 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 Comply with any obligation to notify WorkSafe.
	<p>Incident</p> <p>An incident is described as:</p> <ul style="list-style-type: none"> excessive delays - real or potential minor or non-inquiry accident that has the potential to affect traffic flow structural failure of the road. 	<p>Actions</p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> 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.
	<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 from the RCA's whose roads will be used or affected by the detour route ensure that TTM equipment for the detour signs etc are on site and pre-installed. 	<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.


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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>(i.e. steel plates to quickly cover excavation)</i>	Weather	The STMS will suspend or re-evaluate the methodology of the event if weather conditions e.g., rain, fog etc., will adversely affect safety, i.e., If CSD (3 x PSL or 75m for LV/ L1 Roads that are not State Highways less than 55km/h) is not achieved during site set-up, or sign visibility not achieved after site set up. Event can recommence only after the all clear has been given by the STMS.
	Light	STMS to evaluate whether light conditions are good enough for daylight operations. If not, an artificial light source may be needed or event be suspended until light conditions are suitable.
	Event running late	Where the event may run over permitted hours, the STMS will: <ul style="list-style-type: none"> • Contact TMC.
	Passage of emergency vehicles	The STMS will suspend or re-evaluate the methodology of the event to allow passage of emergency service vehicles.

Authorisations

Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?	N/A
	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
	N/A			
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	Yes	Has approval been granted?	Yes
	Road Closure to be installed at the Domain Road & two Road Closures on Kai Iwi Lakes Road from RP 3.030 to RP 5.670 while races take place.			
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	No	Has approval been granted?	N/A
	N/A			
Authorisation to use portable traffic signals	Make, model and description/number	Not required		
	NZTA compliant?	N/A		

EED

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

No delays expected.

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

Public notification has already been completed for Domain Road.
Public notification to Kai Iwi lakes road will be submitted to Kaipara District Council by the client.

Public notification plan attached?	No
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On-site monitoring plan

Attended (day and/or night)	<p>The first inspection must take place as soon as the equipment has been installed as per the approved TMP. This verifies that all devices are correctly in place, no item has been omitted, all equipment meets its condition requirements and no conflicting messages exist between permanent signs, temporary signs or other devices.</p> <p>Monitoring the Site:</p> <p>Constant monitoring of the site and a minimum of 2-hourly site checks must be carried out to ensure the site is:</p> <ul style="list-style-type: none"> • fit for purpose. • suitable for the nature and duration of the event. • Installed, set up and used correctly. <p>The STMS must ensure that:</p> <ul style="list-style-type: none"> • all traffic management devices function properly for the full duration of their installation • the visibility and effectiveness of all devices and signs is maintained • damaged equipment is repaired or replaced, as appropriate, and • Suitable equipment is available at short notice in case of un-programmed removal, alteration or installation of a closure is necessary. <p>Level 1 / CAT A&B Qualified STMS - The STMS (if not remaining on site) is to be within 30min travel time of the attended site at all times. If the STMS is not on site (but is within 30min travel time), the site will be delegated to a qualified TC/TMO (however STMS must return to modify the site unless the modifications take place from the shoulder line and back (can't be an inferred line, must be a physical painted line)). The STMS must brief the TC/TMO on the TTM requirements of the site before handing control of the site to the TC/TMO. Briefing must be confirmed in writing to acknowledge the handover.</p>
Unattended (day and/or night)	Site not left unattended.

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

STMS to complete on-site record forms attached to TMP.

Site safety measures

Personal Safety

High Visibility Clothing at CoPTTM standards, and Hard Hats, Long Sleeves, Long Pants, Safety Footwear, Safety Glasses and Cut Resistant Gloves as per TMNZ policies .

All vehicles to have beacons.

STMS to wear a yellow high visibility vest compliant with CoPTTM specifications.

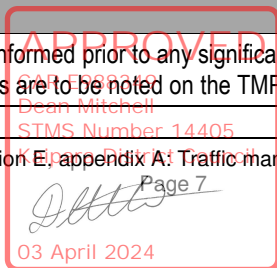
All other TMNZ personnel to wear orange/blue reflective overalls.

Visitors to site are to report to the STMS who will advise of site specific safety procedures and any hazards.

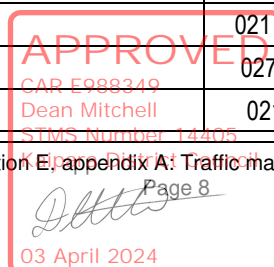
Temporary safety barrier system	Will a temporary safety barrier system be used at this worksite?	No	If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?	N/A
	Statement from temporary safety barrier installation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

Other information

All TMP changes are to be recorded and the TMC informed prior to any significant modifications to TTM measures, modifications that are not included in the approved TMP. All other changes are to be noted on the TMP and TMC to be advised as soon as possible.



Site specific layout diagrams					
Number	Title				
TMNZ-HOF-230322-1	Start and Finish				
TMNZ-HOF-230322-1.1	Start and Finish – Close up				
TMNZ-HOF-230322-2	Kai Iwi Lakes Intersection				
TMNZ-HOF-230322-3	Kai Iwi Lakes turn around point				
TMNZ-HOF-230322-4	L1 Mobile Operation - Set up and Removal - Personnel taking equipment from non-traffic side.				
TMNZ-HOF-230322-5	L1 Mobile Operation - up to 3 Vehicles.				
Contact details					
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal	Sport Northland – Hayden Bell	021 571 279	-----	-----	-----
TMC	Northland Transportation Alliance – Dean Mitchell (Kaipara)	021 342 023	-----	-----	-----
Engineers' representative	N/A	-----	-----	-----	-----
Contractor	Sport Northland – Hayden Bell	021 571 279	-----	-----	-----
TTM Contractor	Traffic Management NZ – Nadene George	09 438 7543	-----	-----	-----
STMS	STMS details must be shown and recorded in Daily onsite record.				
	Scott Grimes	021 135 1051	49599	STMS (AB)	28/07/2024
	Dave Lorigan	027 820 6000	14813	STMS (AB) Mentor	25/11/2024
	Mike Doak	021 567 113	63197	STMS (AB) Mentor	21/01/2025
	David Foliola	021 171 6686	112007	STMS (AB)	21/01/2025
	Hamiora Pumipi	021 199 2087	129525	STMS (AB)	19/07/2025
	Tiopira Hiku	021 986 150	116336	STMS (AB)	20/07/2025
	Brent Andrews	021 085 65090	117358	STMS (ABC) Mentor	20/07/2025
	Teawhina Komene	021 977 152	99433	STMS (AB)	20/07/2025
	Antonio Gataua	027 479 5803	73989	STMS (ABC) Mentor	31/08/2025
	Nadene George	021 366 848	95728	STMS (AB) Mentor	31/08/2025
	Matthew Phillips	027 491 9502	84029	STMS (AB) Mentor	31/08/2025
	Jennifer Kapa	021 199 3889	129524	STMS (ABC) Mentor	31/08/2025
	Treshan Karapa	021 091 75649	129764	STMS (AB)	31/08/2025
	Rocky White	022 037 1188	143930	STMS (SB) Mentor	07/09/2025
	Anthony Tito	021 105 3067	139315	STMS (AB)	07/09/2025
	Dominic Bilich-Petersen	021 966 851	139310	STMS (AB)	08/09/2025
	Clayton Campbell	021 080 40482	63195	STMS (AB)	21/09/2025
Dylan Ready Gilbert	027 667 8468	100746	STMS (AB)	20/04/2026	
Maanu Reihana	021 966 351	109940	STMS (AB)	20/04/2026	



	Demelza Nathan-Kapa	022 570 2255	143927	STMS (AB)	11/05/2026
	Justin Panoutsos	022 364 0061	132393	STMS (AB)	26/06/2026
TC	Not required	-----	-----	-----	-----
Others as required	Emergency contact number	111	-----	-----	-----
	Emergency contact number - Tara Wilson (Event Operation Lead)	022 0433 760	-----	-----	-----

TMP preparation

Preparation	Samantha Grimes	30/11/2023		103424	STMS 2/3 NP TTMP-P	30/10/2026 09/09/9999
	<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 diagrams attached	6
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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

Temporary safety barrier system	The attached temporary road safety barrier design has been independently reviewed as being fit for purpose	Yes No Not required
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TMP Approved						
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>

Acceptance by TMC (only required if TMP approved by engineer)						
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>

Qualifier for engineer or TMC approval

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

This TMP is approved on the following basis:

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

Notification to TMC prior to occupying worksite/Notification completed

Type of notification to TMC required	TMC to be notified of events by way of email confirmation prior to the commencement of the planned event.	Notification completed	Date <input style="width: 100%;" type="text"/> Time <input style="width: 100%;" type="text"/>
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Dean Mitchell
STMS Number 14405

Korero: 03 April 2024

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TMP or generic plan reference	
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ON-SITE RECORD			
On-site record must be retained with TMP for 12 months.			Today's date
Location details	Road names(s):	House number/RPs:	Suburb:

Working space					
Person responsible for working space	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%;"></td> </tr> <tr> <td style="font-size: small;">Name</td> <td style="font-size: small;">Signature</td> </tr> </table>			Name	Signature
Name	Signature				
Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below					

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

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

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

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03 April 2024

Worksite monitoring

TTM to be monitored and 2 hourly inspections documented below.

Items to be inspected	TTM set-up	2 hourly check	2 hourly check	2 hourly check	2 hourly check	2 hourly check	TTM removal
High-visibility garment worn by all?							
Signs positioned as per TMP?							
Conflicting signs covered?							
Correct delineation as per TMP?							
Lane widths appropriate?							
Appropriate positive TTM used?							
Footpath standards met?							
Cycle lane standards met?							
Traffic flows OK?							
Adequate property access?							
Barrier deflection area is clear?							
<i>Add others as required</i>							
Time inspection completed:							
Signature:							
Comments:							
Time	Adjustment made and reason for change						

APPROVED

CAR F988349
Dean Mitchell
STMS Number 14405
Kerryn Pitts for Traffic

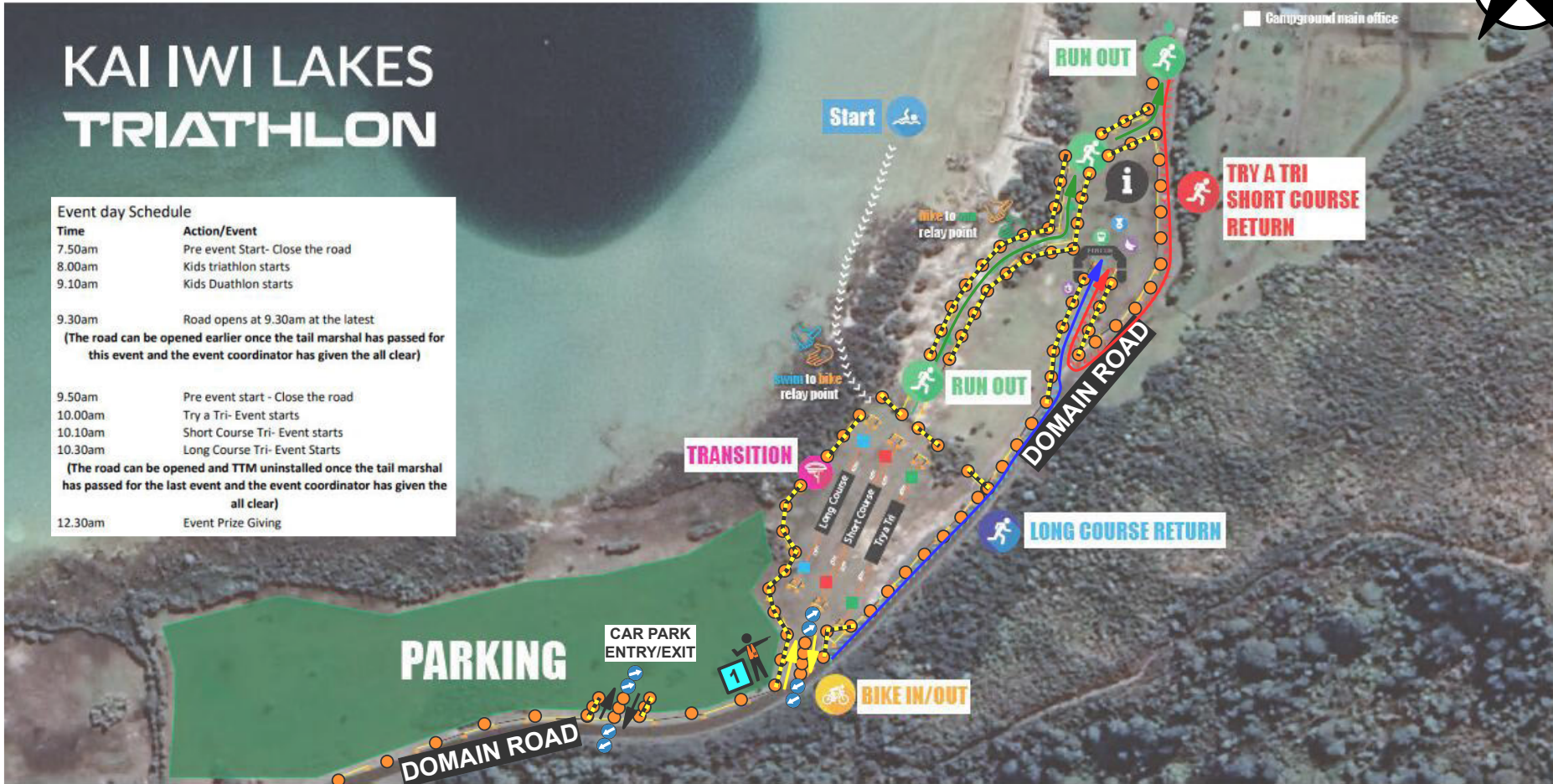
03 April 2024



KAI IWI LAKES TRIATHLON

Event day Schedule

Time	Action/Event
7.50am	Pre event Start- Close the road
8.00am	Kids triathlon starts
9.10am	Kids Duathlon starts
9.30am	Road opens at 9.30am at the latest (The road can be opened earlier once the tail marshal has passed for this event and the event coordinator has given the all clear)
9.50am	Pre event start - Close the road
10.00am	Try a Tri- Event starts
10.10am	Short Course Tri- Event starts
10.30am	Long Course Tri- Event Starts (The road can be opened and TTM uninstalled once the tail marshal has passed for the last event and the event coordinator has given the all clear)
12.30am	Event Prize Giving



RACE NUMBER COLOURS
-MATCH BALLOONS ON BIKE RACKS-



LONG COURSE



SHORT COURSE



TRY A TRI

APPROVED

Revision: A
Drawing By: Samantha Grimes
Checked: Dean Mitchell
Drawings Number 14405
Date: November 2023
Kapara District Council

[Signature]

03 April 2024

Drawing No:
TMNZ-HOF-230322-1

Traffic Management NZ
Whangarei Auckland Hamilton Botetou Toopu Wellington Christchurch

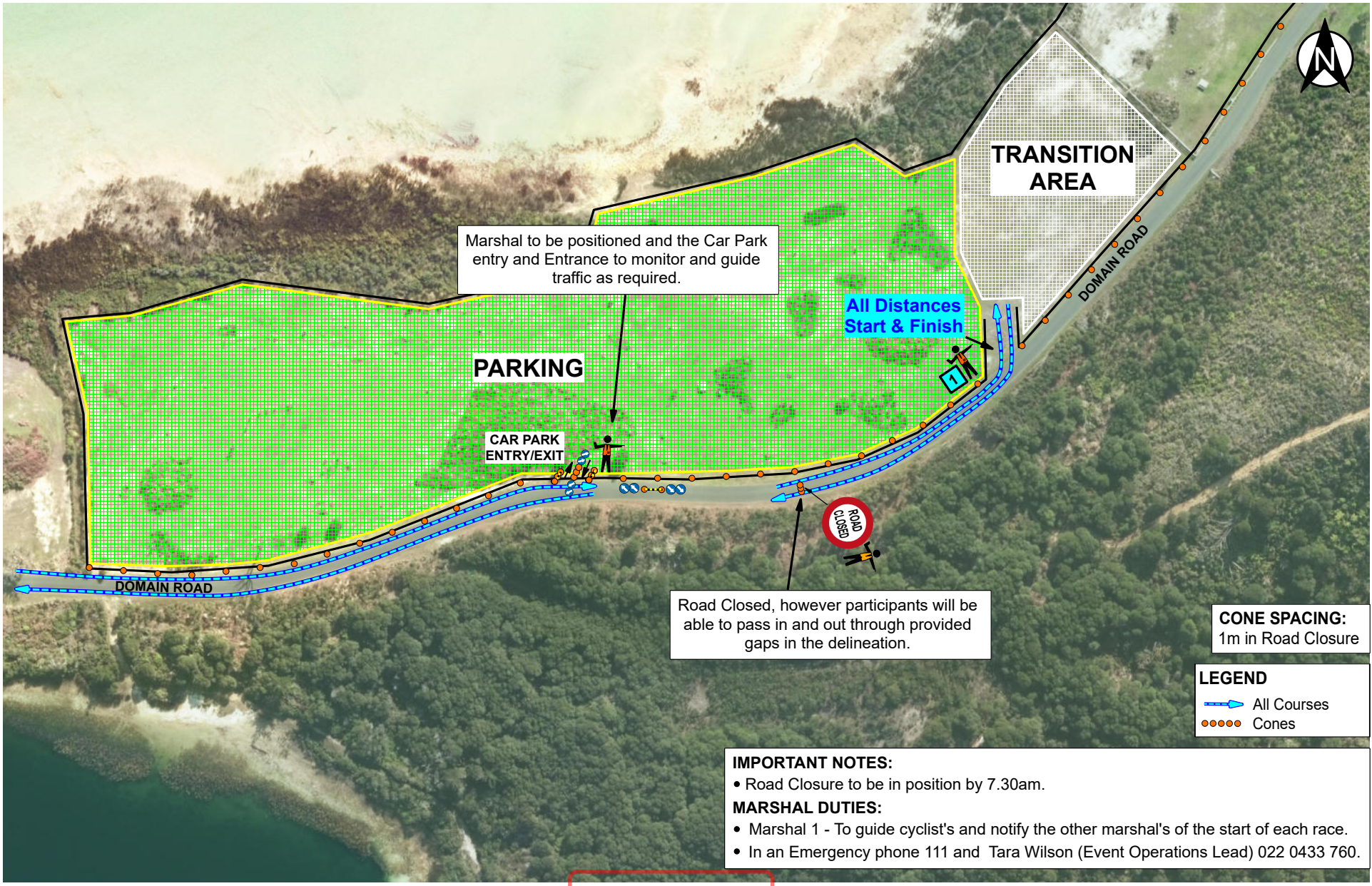
Situation:
Kai Iwi Lakes

Drawing Title:
Start and Finish

Revision: A
Drawing By: Samantha Grimes
Checked: Dean Mitchell
Drawings Number 14405
Date: November 2023
Kapara District Council

TMC Approval:





CONE SPACING:
1m in Road Closure

LEGEND

- All Courses
- Cones

IMPORTANT NOTES:

- Road Closure to be in position by 7.30am.

MARSHAL DUTIES:

- Marshal 1 - To guide cyclist's and notify the other marshal's of the start of each race.
- In an Emergency phone 111 and Tara Wilson (Event Operations Lead) 022 0433 760.

APPROVED

Revision: A
 Drawing By: Samantha Grimes
 Checked: Mitchell
 Date: November 2023
 Kaipara District Council

03 April 2024

Drawing No:
TMNZ-HOF-230322-1.1

Traffic Management NZ
Whangarei Auckland Hamilton Rotorua Taupo Wellington Christchurch

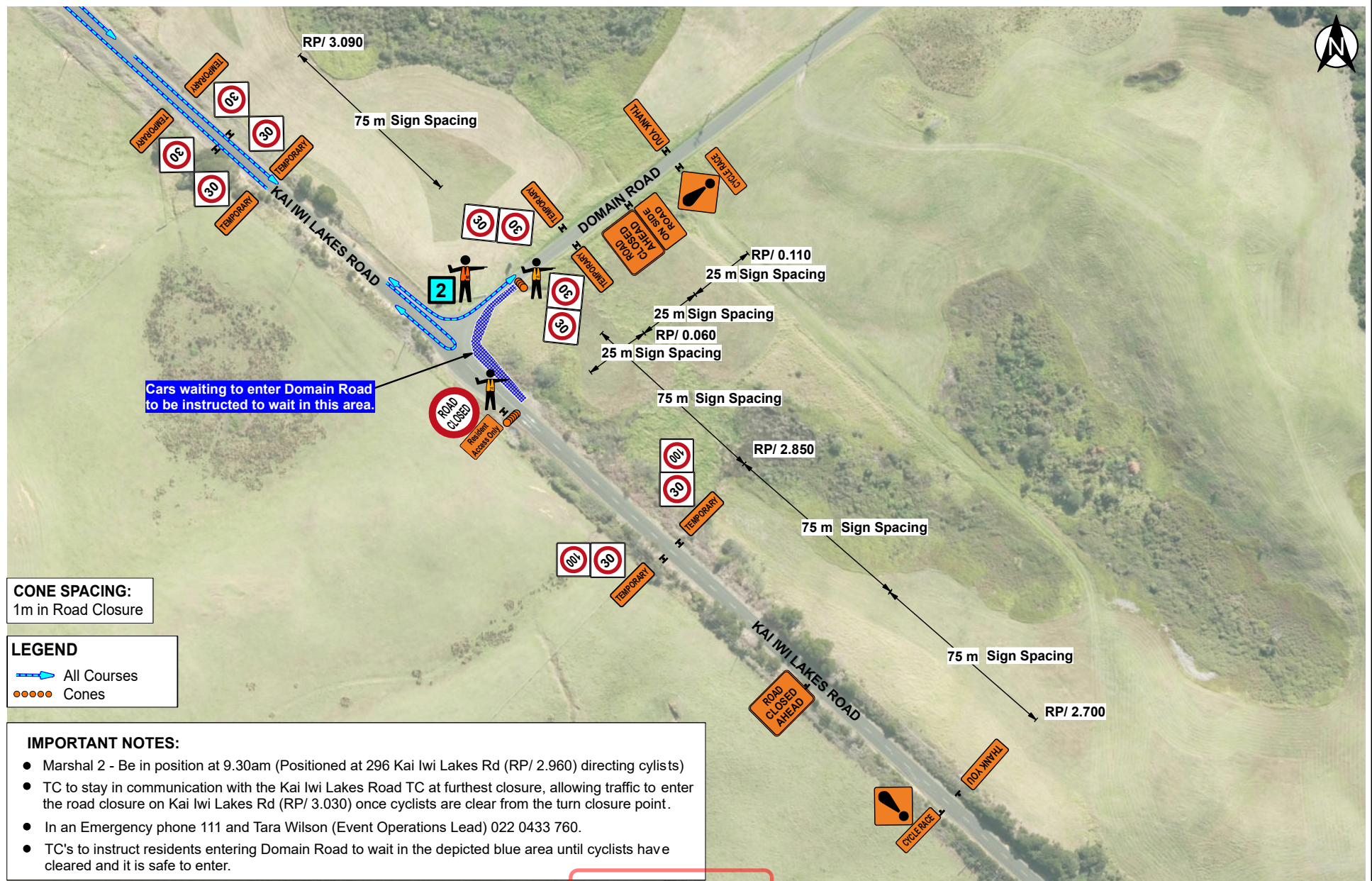
Situation:
Kai Iwi Lakes

Drawing Title:
Start and Finish - Close up

Revision: A
 Drawing By: Samantha Grimes
 Checked: Mitchell
 Date: November 2023
 Kaipara District Council

TMC Approval:





CONE SPACING:
1m in Road Closure

LEGEND
 All Courses
 Cones

IMPORTANT NOTES:

- Marshal 2 - Be in position at 9.30am (Positioned at 296 Kai Iwi Lakes Rd (RP/ 2.960) directing cyclists)
- TC to stay in communication with the Kai Iwi Lakes Road TC at furthest closure, allowing traffic to enter the road closure on Kai Iwi Lakes Rd (RP/ 3.030) once cyclists are clear from the turn closure point.
- In an Emergency phone 111 and Tara Wilson (Event Operations Lead) 022 0433 760.
- TC's to instruct residents entering Domain Road to wait in the depicted blue area until cyclists have cleared and it is safe to enter.

Drawing No:
TMNZ-HOF-230322-2

Traffic Management NZ
 Whangarei Auckland Hamilton Rotorua Taupo Wellington Christchurch

Situation:
Kai Iwi Lakes

Drawing Title:
Kai Iwi Lakes Intersection

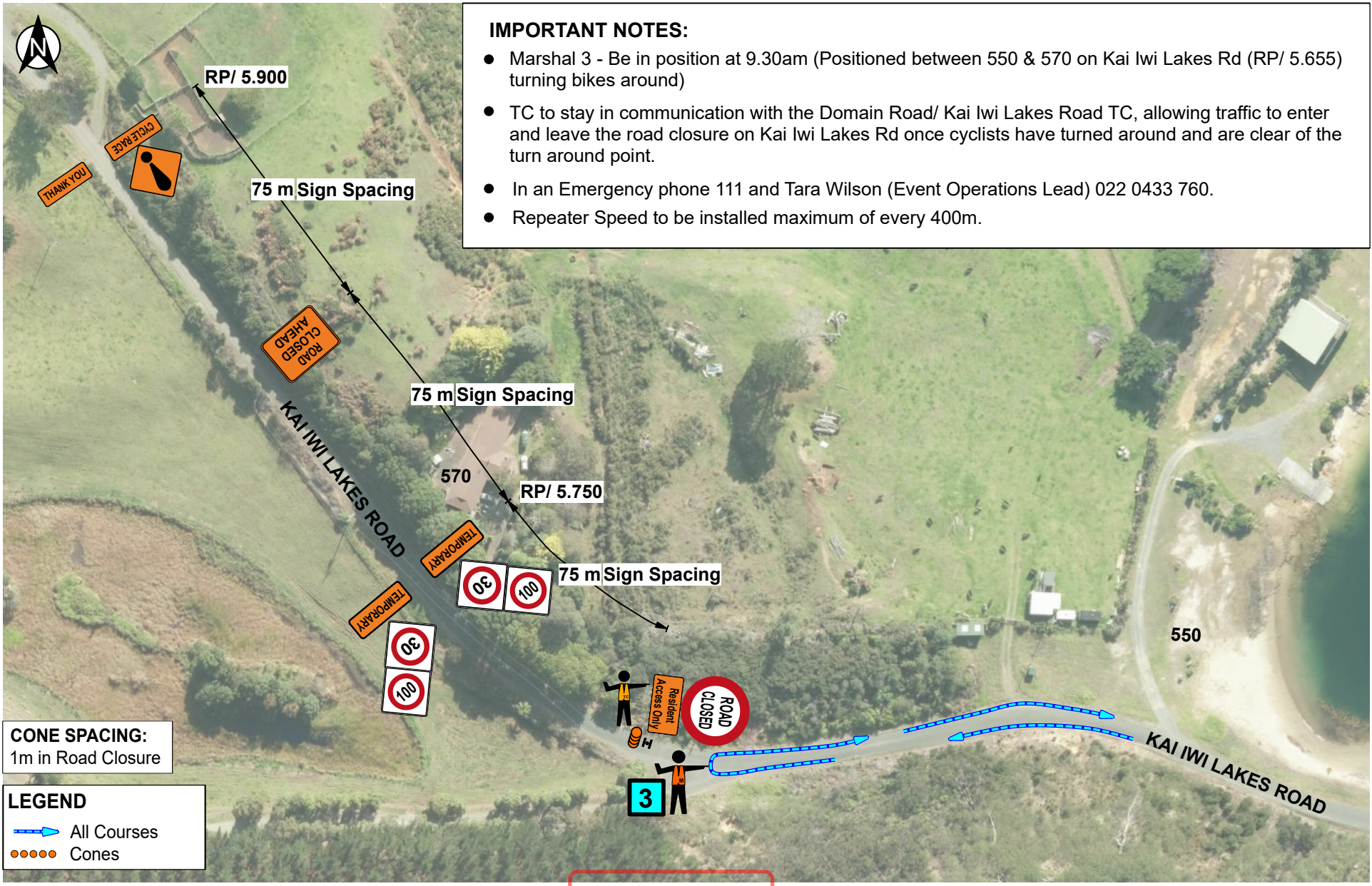
Revision: A
 Drawing By: Samantha Grimes
 Checked: Mitchell
 Date: November 2023
 Kaipara District Council

TMC Approval:



APPROVED

03 April 2024



IMPORTANT NOTES:

- Marshal 3 - Be in position at 9.30am (Positioned between 550 & 570 on Kai Iwi Lakes Rd (RP/ 5.655) turning bikes around)
- TC to stay in communication with the Domain Road/ Kai Iwi Lakes Road TC, allowing traffic to enter and leave the road closure on Kai Iwi Lakes Rd once cyclists have turned around and are clear of the turn around point.
- In an Emergency phone 111 and Tara Wilson (Event Operations Lead) 022 0433 760.
- Repeater Speed to be installed maximum of every 400m.

CONE SPACING:
1m in Road Closure

LEGEND
 All Courses
 Cones

Drawing No:
TMNZ-HOF-230322-3

Traffic Management NZ
 Whangarei Auckland Hamilton Rotorua Taupo Wellington Christchurch

Situation:
Kai Iwi Lakes

Drawing Title:
Kai Iwi Lakes Intersection

APPROVED

Revision: A
 Drawing By: Samantha Grimes
 Checked: Mitchell
 Date: November 2023
 Kaipara District Council

[Signature]

03 April 2024

TMC Approval:



Mobile Operation layout using Level 1 Tail Pilot and a work vehicle. May not stay in location for more than 5 minutes

Crew on foot cannot be further than 30m in front of work vehicle

Note: all vehicles to have amber flashing lights in operation whilst they are entering and leaving the sites TM and whilst it is being established, or removed

All Personnel handling TTM equipment must take from or place onto the the non traffic side of the work vehicle without getting onto the deck of the work vehicle and TTM must be installed or removed either 10m in front of the work vehicle or TTM may be installed at any location on the non traffic side of the work vehicle free from the live lanes.

Tail Pilot may be replaced by static signs on roads ≤ 60kph where advanced warnings are already installed on all approaches.

Tail Pilot may be replaced by static signs on roads ≥70kmh where the work vehicle is completely free from the live lane (within shoulder or berm)

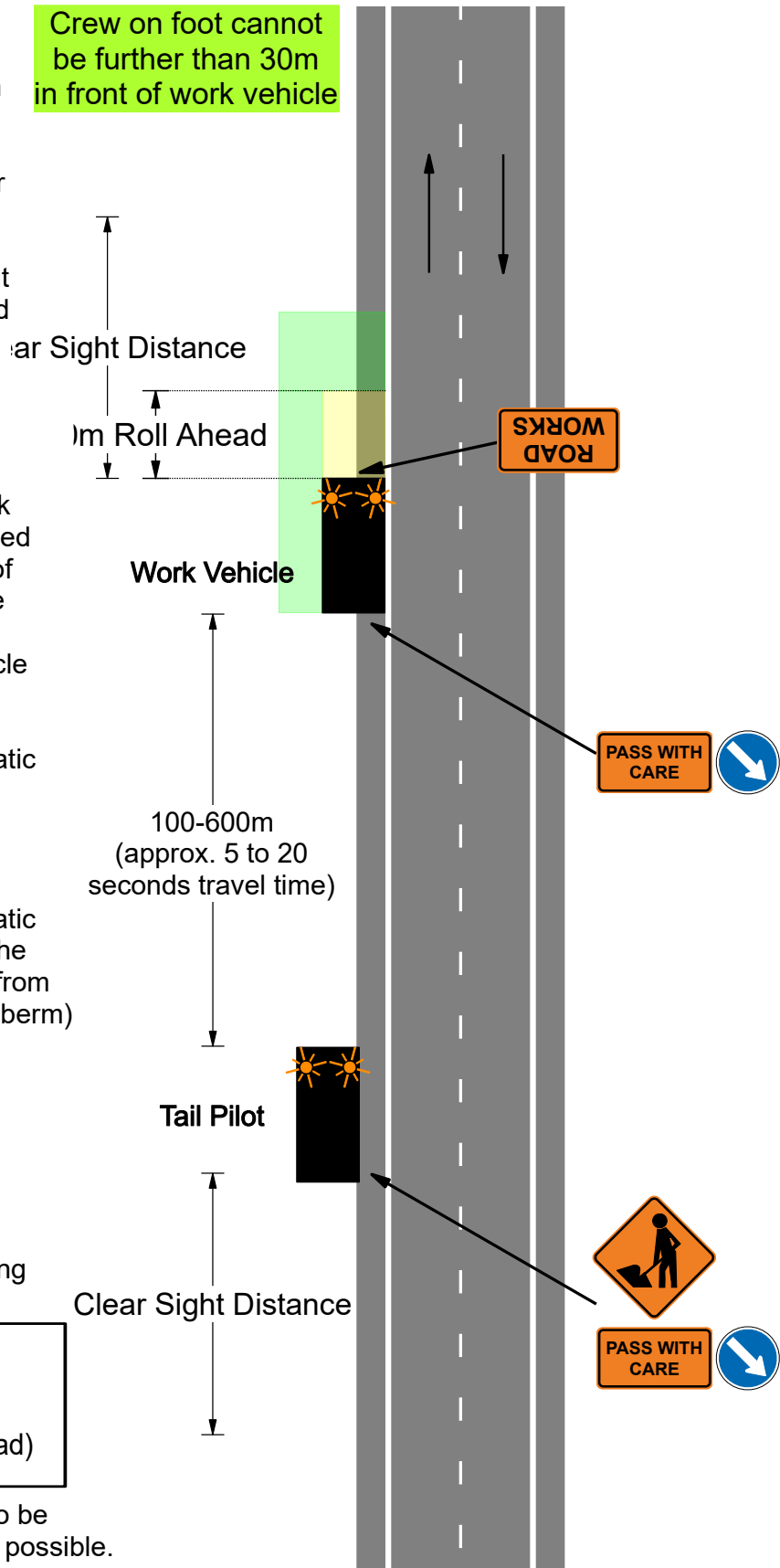
Clear Sight Distance (CSD) is 3 times Posted Speed Limit or on NON STATE HIGHWAY Low Volume / Level 1 roads 75m on roads ≤ 50kph

1m Lateral to be between working space & live lane at all times

LEGEND

- Safe Area on Foot
- No Go Zone (Roll Ahead)

Where space permits, tail pilot to be pulled as far to the left as safely possible.



Situation: Various	Drawing No: TMNZ-HOF-230322-4	Revision: A Drawing By: Samantha Grimes
Drawing Title: L1 Mobile Operation - Set up and Removal Personnel taking equipment from non traffic side		Checked: Date: 11 November 2023
Traffic Management NZ		STM Number: 14405 TMC Approval: [Signature] Waipara District Council



Mobile Operation layout using Level 1 Tail Pilot, Shadow Vehicle and a work vehicle. May not stay in location for more than 5 minutes

Note: all vehicles to have amber flashing lights in operation whilst they are entering and leaving the sites TM and whilst it is being established, or removed

Work Vehicle, Shadow and Tail pilot are mandatory for working on the rear of the work vehicle $\geq 70\text{kmh}$

Tail Pilot may be replaced by static signs on roads $\leq 60\text{kph}$ where advanced warnings are already installed on all approaches.

Tail Pilot may be replaced by static signs on roads $\geq 70\text{kmh}$ where the work vehicle is completely free from the live lane (within shoulder or berm)

Where mobile operation is installing centreline delineation the RD6R signage to be removed as it will "Guide" vehicles into TTM devices.

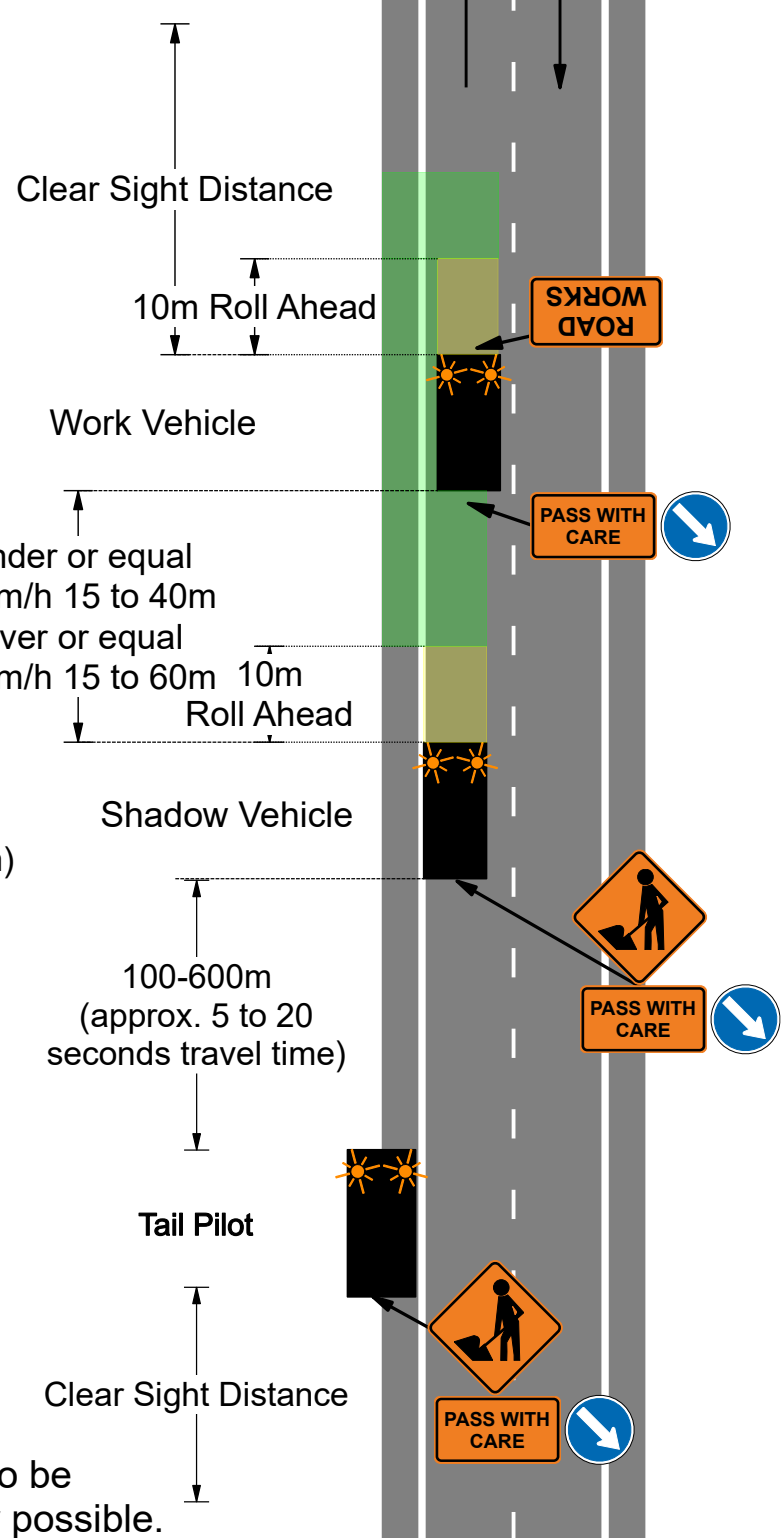
Clear Sight Distance (CSD) is 3 times Posted Speed Limit or on NON STATE HIGHWAY Low Volume / Level 1 roads

LEGEND

- Safe Area on Foot
- No Go Zone (Roll Ahead)

Where space permits, tail pilot to be pulled as far to the left as safely possible.

Crew on foot cannot be further than 30m in front of work vehicle



Situation: Various	Drawing No: TMNZ-HOF-230322-5	Revision: A Drawing By: Samantha Grimes
Drawing Title: L1 Mobile Operation - up to 3 Vehicles	CAR Checked: Date: 14 November 2023	Checked: Date: 14 November 2023
	STM Number: 14405	TMC Approval: 14405
Traffic Management NZ		



APPROVED
 03 April 2024