

## 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.

<b>Organisations /TMP reference</b>	<b>TMP reference:</b> NB.ST.01	<b>Contractor (Working space):</b> 	<b>Principal (Client):</b> 				
		<b>Contractor (TTM):</b> 	<b>RCA:</b> 				
<b>Location details and road characteristics</b>	<b>Road names and suburb</b>		<b>House no./RPs (from and to)</b>	<b>Road level</b>	<b>Permanent speed</b>		
	State Highway 1, Kaiwaka		01N-0319-B/8.753 - 01N-0319-B/9.106	1	80/100		
	Settlement Rd, Valley Rd		Full Length	1	70/80		
	Kaiwaka-Mangawhai Rd		RP: 3.177 – 7.306	1	80		
	Valley Rd		RP: 0.00 – 0.322	1	80		
	Lawrence Rd		RP 1.813 to RP6.421	1	100		
<b>Traffic details (main route)</b>	<b>AADT</b>		<b>PEAK FLOWS (weekdays and non-public holidays)</b>				
	706 – Settlement Rd		<b>Level 1:</b> 0600 – 0800 hrs and 1700 – 1900 hrs <b>Level 2:</b> 0600 – 0900 hrs and 1600 – 1900 hrs				
<b>DESCRIPTION OF WORK ACTIVITY</b>							
<p>Event Days:</p> <p>29. Dec.21 – Gates open 11:00 (music starts 12:00 – 01:00)</p> <p>30. Dec.21, 31. Dec.21 (active)</p> <p>1.Jan.22 – Crowded leaving event, majority out by 12:00.</p> <p><b>TMC Requirements for STMS</b></p> <ul style="list-style-type: none"> <li>STMS to text TMC 027 3344221 upon setup and pack down on the TTM site.</li> <li>STMS to send a photo of the completed OSR at the end of each day;</li> <li>On pack down day a confirmation text to be sent to TMC to confirm all TTM hardware has been collected and removed from site and standard road conditions have been returned to normal. STMS to take photos of clear site and a full report to be sent via email on the next working day before midday. Council representative will carry out an inspection of the site on the next working day.</li> </ul>							
<b>PLANNED WORK PROGRAMME</b>							
<b>Start date</b>	28.Dec.21	<b>Time (hrs)</b>	00:00	<b>End date</b>	1.Jan.22	<b>Time (hrs)</b>	00:00

<b>Consider significant stages, for example:</b> <ul style="list-style-type: none"> <li>road closures</li> <li>detours</li> <li>no activity periods.</li> </ul>	<b>TTM Closure Type:</b>  TTM Closure Type: Road Closure, Detours, TSL, Stop/Go, Caution (Event)  <b>28th Dec:</b> Install the 'Active TMP' Speeds, Detour TMP. Remains out until 6pm 1st Jan, with Changes during the below times adding in Stop/Go's / additional controls where needed.  <b>29th / 30th / 31st Dec:</b> Active TMP – using stop/goes where needed.  <b>1st Jan:</b> Exit TMP: 07:00 to 12:00 (or until crowd has left).  <b>ROAD CLOSURES</b> <ul style="list-style-type: none"> <li>Settlement Rd RP 0.076 to RP 7.513- Resident access maintained TCs to manage closure points</li> <li>Lawrence Rd RP 2.792 to RP 6.405 - Security to manage Lawrence closure point to prevent festival goes parking and preloading</li> <li>Valley Rd RP 0.974 to RP 0.000 - Resident access maintained TCs to manage closure points</li> </ul> Installation to occur via mobile operation commencing at the time outlined above. STMS to ensure traffic volumes are appropriate prior to installation commencing, even if within the times outlined above.				
	<b>Alternative dates if activity delayed</b>  Contingency dates are included within the start/finish dates. Should the work continue beyond the planned dates, an extension of the CAR will be requested and new dates to be advised to RCA if required.				
<b>ROAD ASPECTS AFFECTED</b>					
<b>Pedestrians affected?</b>	No	<b>Property access affected?</b>	Yes	<b>Traffic lanes affected?</b>	Yes
<b>Cyclists affected?</b>	No	<b>Restricted parking affected?</b>	No	<b>Delays or queuing likely?</b>	Yes
<b>PROPOSED TRAFFIC MANAGEMENT METHODS</b>					
<b>Installation</b> <i>(includes parking of plant and materials storage)</i>	Installation will be via a mobile operation with the following methodology: <ol style="list-style-type: none"> <li>A site drive through will be conducted first to confirm layout, conditions and environment are all appropriate for works to proceed.</li> <li>Advanced warning signage will be installed first (on the left), followed by progressive signage installation in a 'loop' fashion around the site area</li> <li>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.</li> <li>Once ALL signage for the site is installed delineation installation may commence</li> <li>The worksite delineation will be installed next, where possible by the working vehicle parking inside the work area and cones installed from within that closed area.</li> </ol> Once all delineation is installed and worksite area is available – a final full site check will be conducted (to be recorded on the on-site record) before worksite activity will commence in the working space				
<b>Attended (day)</b>	Refer to the attached for attended site layout.  TMDs  All site checks and or changes to be recorded on the "on site record" STMS to be onsite at all times as required				

Attended (night)	Refer to the attached for attended site layout. TMDs  All site checks and or changes to be recorded on the “on site record” STMS to be onsite at all times as required			
Unattended (day)	Closure may remain in place 24/7 Unattended TMP will be site checked as required as per CoPTTM			
Unattended (night)	Closure may remain in place 24/7 Unattended TMP will be site checked as required as per CoPTTM			
Detour route	Yes – Refer to TMD# 06			
	Does detour route go into another RCA's roading network? No If Yes, has confirmation of acceptance been requested from that RCA? No <b>Note:</b> Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.			
Removal	Removal will be via a mobile operation with the following methodology:  1. All work activity to be cleared prior to TTM removal commencing 2. Workspace delineation to be removed first (by either removing to the kerb for later collection or directly onto a stationary working vehicle) 3. Once all delineation is removed – sign removal may commence in a clockwise ‘loop’ fashion (leaving advanced warning signage in place till last)  Advanced warning signage can be removed as the final act, with a full site check being conducted prior to site departure.			
PROPOSED TSLs				
	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 (List speed, length and location)	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 <b>30km/h</b> is herebyfixed for motor vehicles travelling over the length of  <b>800m</b> situated between <b>229</b> (House no.) and <b>533</b> (House no) on <b>Settlement Rd, Kaiwaka</b>  A temporary maximum speed limit of <b>30km/h</b> is herebyfixed for motor vehicles travelling over the length of  <b>6 km</b> situated between <b>191 Settlement Rd</b> (House no.) and <b>Kaiwaka-Mangawhai Rd</b>	10:00 (28.Dec) To 18:00 (1.Jan)	28.Dec.21 To 1.Jan.22	<b>TMD 2</b> <b>TMD 3</b>

Unattended day/night	<p>A temporary maximum speed limit of <b>30km/h</b> is herebyfixed for motor vehicles travelling over the length of</p> <p><b>800m</b> situated between <b>229</b> (House no.) and <b>533</b> (House no) on <b>Settlement Rd, Kaiwaka</b></p> <p>A temporary maximum speed limit of <b>30km/h</b> is herebyfixed for motor vehicles travelling over the length of</p> <p><b>6 km</b> situated between <b>191 Settlement Rd</b> (House no.) and <b>Kaiwaka-Mangawhai Rd</b></p>	10:00 (28.Dec) To 18:00 (1.Jan)	28.Dec.21 To 1.Jan.22	<b>TMD 2</b> <b>TMD 3</b>
TSL duration	Will the TSL be required for longer than 12 months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>			No

### POSITIVE TRAFFIC MANAGEMENT MEASURES

Positive traffic management measures will be installed by the STMS in order to control vehicle speeds, increase public awareness and reduce disruption by providing 'clear and positive guidance'.

#### Additional Delineation

Additional cones may be placed on centerlines, edgelines or shoulders to increase impact of the activity and reduce vehicle speed. Including side friction below

#### Further Methods

- Staff will be positioned at strategic locations where they are visible to the driving public and pedestrians, and responsive to the changing hazards of the site.
- If there are nearby controlled intersections, ATOC may be engaged to modify traffic light phasing to suit the operation in place and minimise disruption and maximise safe driving behaviour.
- If queuing or unforeseen disruption occurs, additional advanced signage may be used a further sign spacing (or more) outside the required advanced warning signage to promote awareness further from the site boundary.

**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.**

### CONTINGENCY PLANS

<b>Generic contingencies for:</b> <ul style="list-style-type: none"> <li>• major incidents</li> <li>• incidents</li> <li>• pre planed detours.</li> </ul> <p><i>Remove any options which do not apply to your job</i></p>	<b>Major Incident</b> A major incident is described as: <ul style="list-style-type: none"> <li>• Fatality or notifiable injury - real or potential</li> <li>• Significant property damage, or</li> <li>• Emergency services (police, fire, etc) require access or control of the site.</li> </ul>	<b>Actions</b> The STMS must immediately conduct the following: <ul style="list-style-type: none"> <li>• stop all activity and traffic movement</li> <li>• secure the site to prevent (further) injury or damage</li> <li>• contact the appropriate emergency authorities</li> <li>• render first aid if competent and able to do so</li> <li>• notify the RCA representative and / or the engineer</li> <li>• 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</li> <li>• re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so</li> <li>• Comply with any obligation to notify WorkSafe.</li> </ul>
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	<p><b>Incident</b></p> <p>An incident is described as:</p> <ul style="list-style-type: none"> <li>• excessive delays - real or potential</li> <li>• minor or non-inquiry accident that has the potential to affect traffic flow</li> <li>• structural failure of the road.</li> </ul>	<p><b>Actions</b></p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> <li>• stop all activity and traffic movement if required</li> <li>• secure the site to prevent the prospect of injury or further damage</li> <li>• notify the RCA representative and / or the engineer</li> <li>• STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so</li> <li>• re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced.</li> </ul>
	<p><b>Detour</b></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"> <li>• excessive delays when using an alternating flow design for TTM</li> <li>• redirecting one direction of flow and / or</li> <li>• total road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared.</li> </ul> <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"> <li>• pre- approval from the RCA's whose roads will be used or affected by the detour route</li> <li>• ensure that TTM equipment for the detour - signs etc are on site and pre-installed.</li> </ul>	<p><b>Actions</b></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"> <li>• Notify the RCA and / or the engineer when the detour is to be established</li> <li>• Drive through the detour in both directions to check that it is stable and safe</li> <li>• Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced and tailbacks have cleared</li> <li>• Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.</li> </ul>
	<p><b>Note also the requirements for no interference at an accident scene:</b></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"> <li>• save a life of, prevent harm to or relieve the suffering of any person, or</li> <li>• make the site safe or to minimise the risk of a further accident; or</li> <li>• maintain the access of the general public to an essential service or utility, or</li> <li>• prevent serious damage to or serious loss of property, or</li> <li>• follow the direction of a constable acting in his or her duties or act with the permission of an inspector.</li> </ul>	

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

### Weather

Sustained bad weather resulting in reduced visibility (less than clear sight distance) will result firstly in bolstering of delineation if possible to provide better worksite visibility.

Whilst this occurs every effort will be made to remove the closure however if it is hazardous to open to road (i.e. immobile work vehicles/excavation etc. still remain) work may cease and as much cleared from the worksite as possible to reduce risk. TMO/STMS staff equipped with glow wands may also be employed from safe positions to caution approaching drivers if visibility is a concern.

If bad weather that reduces visibility or creates a hazardous environment is present at the time the closure is due to be installed, the closure may be delayed or canceled if the weather does not improve.

### Excess traffic delays (more than 5 minutes)

Delays are unlikely however in the event of congestion; effort will be made to open additional lane space in the direction of most delay by minimising the work area and attempting to open further drivable area to the public.

### Work running late

Hold points, milestones and 'last safe moments' will be utilised throughout the operation to ensure closure removal times are not breached. In the event of breakdown or unforeseen circumstance, the contingency of 'excess traffic delays' above will apply along with informing the RCA immediately. The priority will be given to the opening of lane width as soon as safe to do so, followed by vehicle recovery, followed by TTM equipment removal.

**Notification to be done to Auckland Transport (09 355 3553) and ATOC.**

### Emergency Vehicle Access / Movements or On Site Emergency

Emergency vehicles will be given the right of way at all times and will be assisted through emergency stop/go activity or the use of the onsite TTM vehicle if appropriate and required. Emergencies onsite or nearby will first be made safe, then if appropriate moved from any live lanes, then attended to in detail with an emergency modified TTM setup by the STMS if required.

## 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 formore than 5 minutes (or other RCA stipulated time)?	yes	Has approval been granted?	Pending
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?		Has approval been granted?	
Authorisation to use portable traffic signals	Make, model and description/number	N/A		
	NZTA compliant?	N/A		

## EED

Is an EED applicable?	No	EED attached?	N/A
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## DELAY CALCULATIONS/TRIAL PLAN TO DETERMINE POTENTIAL EXTENT OF DELAYS

Not conducted for this TMP

## PUBLIC NOTIFICATION PLAN

Contractor should notify the affected businesses/residents in the area through a letter drop explaining the work activity and working hours including site contact.

Public notification plan attached? No

## ON-SITE MONITORING PLAN

### Attended (day and/or night)

STMS will always be contactable via 0800 424 387

First full site inspection to occur immediately following site establishment and be recorded on the onsite record. Subsequent site inspections to occur every 2 hours thereafter (or more frequently if degradation is a concern).

#### Category A or B Road

The STMS, TMO (or TC on Level 1 or LV roads) to whom the STMS has delegated worksite control, must be on-site at all times on an attended worksite.

During the period of delegation to a TMO or TC on Level 1 or LV roads or for unattended worksites the STMS must be within the following requirements:

Road Type	Attended worksite delegated to a TMO (or TC)
Category A & B (Level 1 & 2LS)	30 minutes travel time of each worksite
Category A & B Under 500 vpd (Level L)	60 minutes travel time of each worksite

To ensure CoPTTM requirements are met, any attended worksite that has been delegated to a TMO or TC on Level 1 or LV roads must be inspected by the STMS:

- for worksites in place for a full day or longer the worksite must be inspected, at least on a daily basis
- where a TMO or TC on Level 1 or LV roads is in charge of static or mobile activities that move from worksite to worksite within a day the STMS must inspect one of the worksites on a daily basis.

These worksite inspections must be documented by the STMS.

#### Category C

The STMS must be present at an attended worksite at all times except during a drive through when the STMS may need to leave the worksite. In this case the STMS may be away from the worksite for up to 30 minutes.

### Unattended (day and/or night)

STMS will always be contactable via 0800 424 387

The site must remain in an acceptable standard at all times. The STMS must identify the appropriate unattended site check frequency based on the following factors:

- Weather (High winds, rain or similar)
- Traffic Flows volumes and movements
- Pedestrian volumes and movements
- Amount of unattended equipment and its proximity to live traffic and pedestrians
- Type of Traffic Management Operation and its impact on the carriageway

As a minimum, unattended shoulder closures will have a recorded site inspection no less frequently than once every 24 hours. The presence of multiple factors of the above list will require this frequency to be increased.

Consecutive working days will not require an overnight site check in-between, however, before leaving site, the STMS will ensure; that all open trenches/excavations are fenced, plated or backfilled, and that plant, equipment or materials are located at least 5m from the live lane (or preferably removed) wherever possible.

Before leaving the site the STMS must:

- Reduce the size of the worksite as much as possible
- Sweep any loose material
- Check that all signs are ballasted and positioned correctly
- Check that all cones are clean and positioned correctly

Upon leaving site the STMS is to make the final judgement on the frequency of unattended checks required if there is longer than a 24hour unattended period.

## METHOD FOR RECORDING DAILY SITE TTM ACTIVITY

The company managing on site TTM will be responsible for:

- Complete hazard identification before setting up the site
- STMS to undertake full site inspections every 2 hours (or more frequently if degradation is a concern) and record on the onsite record
- Daily Closure sheet compiled by the STMS onsite and held as a record by Chevron Traffic Services

## SITE SAFETY MEASURES

- If queuing or unforeseen interruption occurs, additional advanced warning signs may be installed to provide awareness to public of the upcoming disruption outside of the normal site boundary.
- Manual Traffic Controllers to be in RT contact at all times.
- All permanent signage that no longer applies during the work phase must be covered to avoid confusion.
- Advance Warning and Protection should be implemented when required.
- Mobile vehicles will be fitted with Amber Flashing Beacons
- Site should always be implemented in accordance with the 'Approved TMP'.
- All TTM signage and equipment used on site should be compliant with CoPTTM 4th Ed Section B.
- All TTM signage must be removed upon completion of site.
- A first aid responder is to be nominated for any medical emergency that may arise onsite.

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

- Copy of approved TMP must always be available on-site when the worksite is attended, and be available for inspection by the RCA, Engineer, New Zealand Police or WorkSafe NZ registered inspector.
- Pedestrian ramps must be used where applicable and be no steeper than one vertical in eight horizontal

### SITE SPECIFIC LAYOUT DIAGRAMS

Number	Title
TMD 1	Overview / Rd Closure
TMD 2	Active TMP Overview (2.1 – 2.21 = detailed TMDs)
TMD 3	Exit TMP Overview (3.1 – 3.11 = detailed TMDs)
TMD 4	No parking/VMS overview
TMD 5	Speed Bumps
TMD 6	Detour
	Mobile Installation – Setup & Removal


### CONTACT DETAILS

	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal			N/A	N/A	N/A
TMC	NZTA Paul Morgan Kaipara DC Wendy Campbell	0272 417 635 027 334422	N/A	N/A	N/A
Engineers' representative	N/A		N/A	N/A	N/A
Contractor	FUZEN ENTERTAINMENT Etienne Marais et@fuzen.co.nz	021 222 3666	N/A	N/A	N/A
STMS	Chevron Traffic Services Mao Paialii	0800 424 387 022 458 6039		Category, B STMS / Level 1 STMS or Higher	
TC	Actual onsite contact of the STMS & TMO will be provided to the RCA on request when required				



Others as required	TTM Provider: CHEVRON TRAFFIC SERVICES	0800 424 387			
	<u>EVENT Supervisors</u> Adam Mc Donald Tyana Rowe	027 280 6294 027 283 3226			
	<u>Chevron management</u>  <u>Ryan Toki:</u> West Yard Branch manager <u>Adam Barclay:</u> National Ops Manager <u>Jordan Master:</u> General Manager	021 270 2081  022 566 3070  021 490 883			

### TMP PREPARATION

	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
	William Petersen	27/09/21	<i>W. Petersen</i>	74159	TTMP	18/06/23
This TMP meets CoPTTM requirements			Number of diagrams attached		06	
TMP returned for correction (if required)	Name	Date	Signature	ID no.	Qualification	Expiry date
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	
TMP Approved	Name	Date	Signature	ID no.	Qualification	Expiry date
Acceptance by TMC (only required if TMP approved by engineer)	Name	Date	Signature	ID no.	Qualification	Expiry date
Qualifier for engineer or TMC approval						
<p>Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.</p> <p>This TMP is approved on the following basis:</p> <ol style="list-style-type: none"> <li>To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.</li> <li>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.</li> <li>The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.</li> <li>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.</li> </ol>						
Notification to TMC prior to occupying worksite/Notification completed						
Type of notification to TMC required		Notification completed	Date			

Time

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

WORKING SPACE	
Person responsible for working space	
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				

# 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						



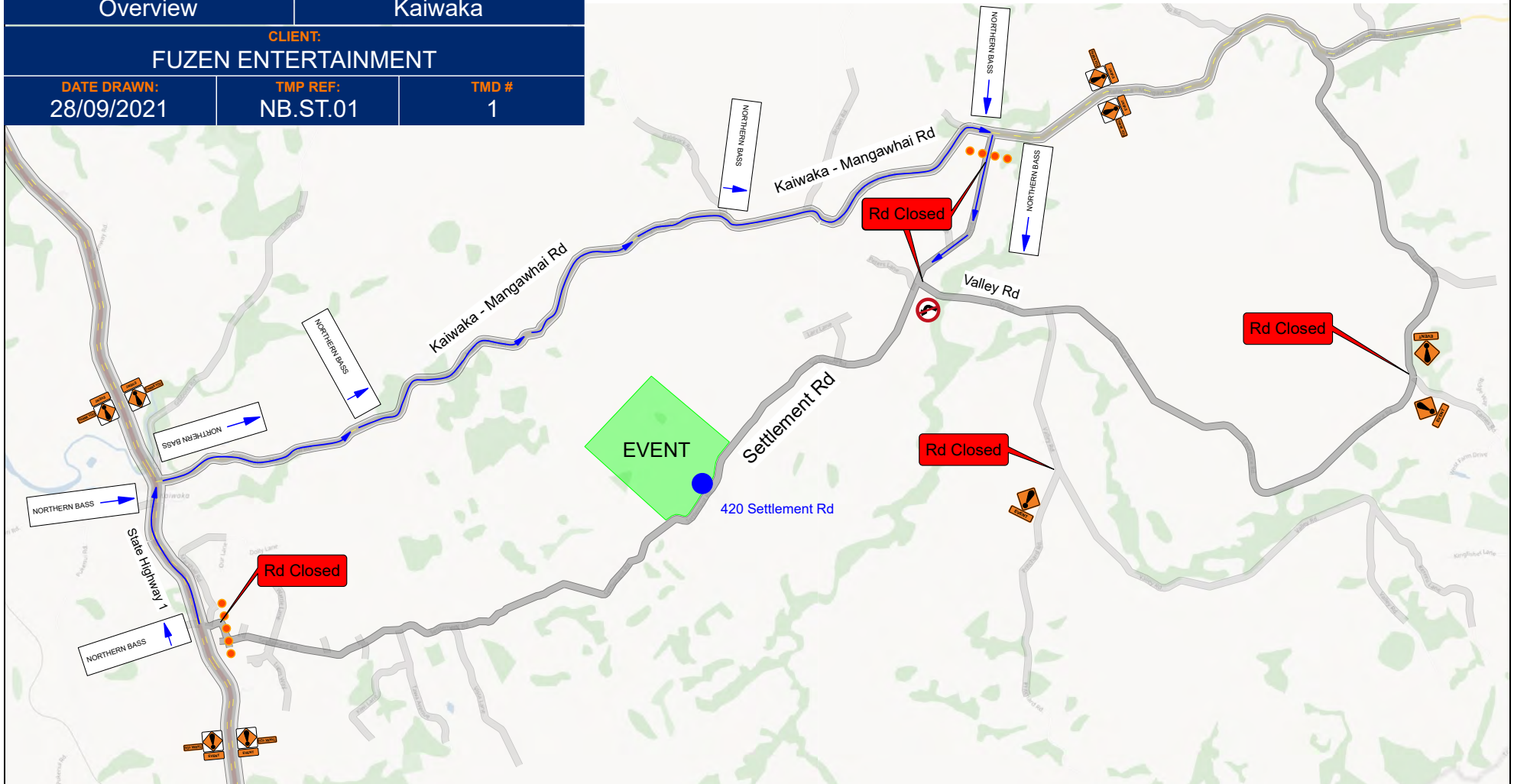
This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

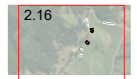
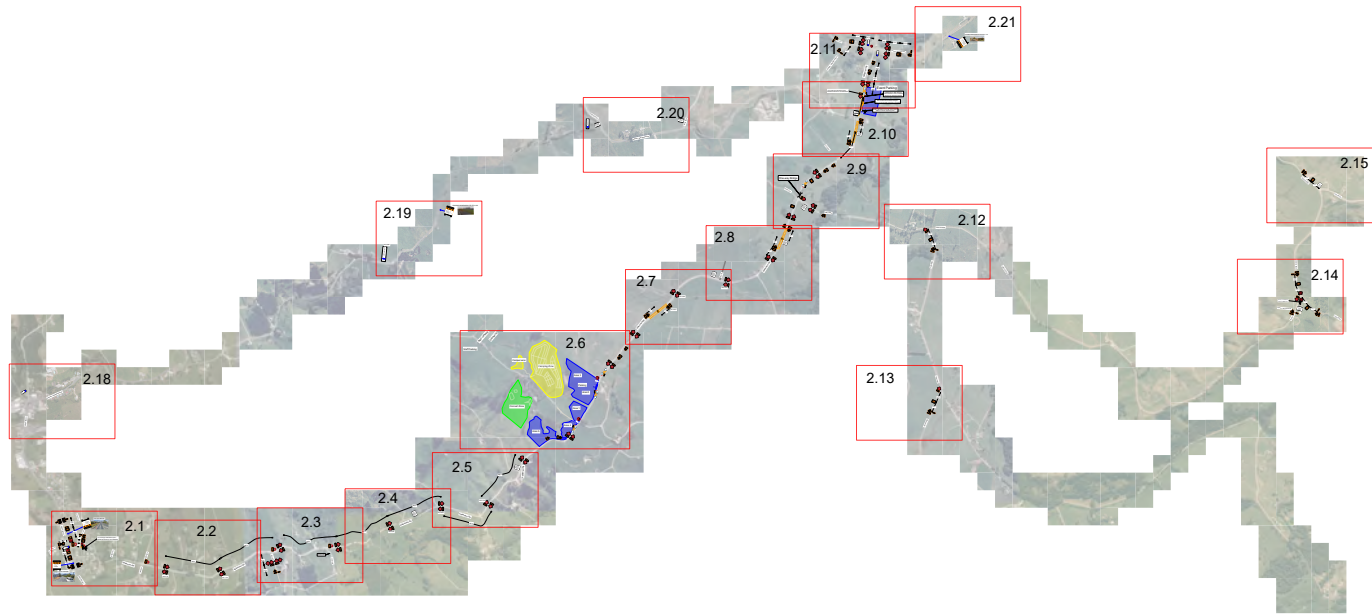
Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



www.invarion.com

<b>WORKS:</b> NORTHERN BASS event		<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Overview		<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT		
<b>DATE DRAWN:</b> 28/09/2021	<b>TMP REF:</b> NB.ST.01	<b>TMD #</b> 1





This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone



Cones

**WORKS:**

NOTHERN BASS event

**ROAD NAME:**

Settlement Rd

**TITLE:**

Overview

**SUBURB:**

Kaiwaka

**CLIENT:**

FUZEN ENTERTAINMENT

**DATE DRAWN:**

28/09/2021

**TMP REF:**

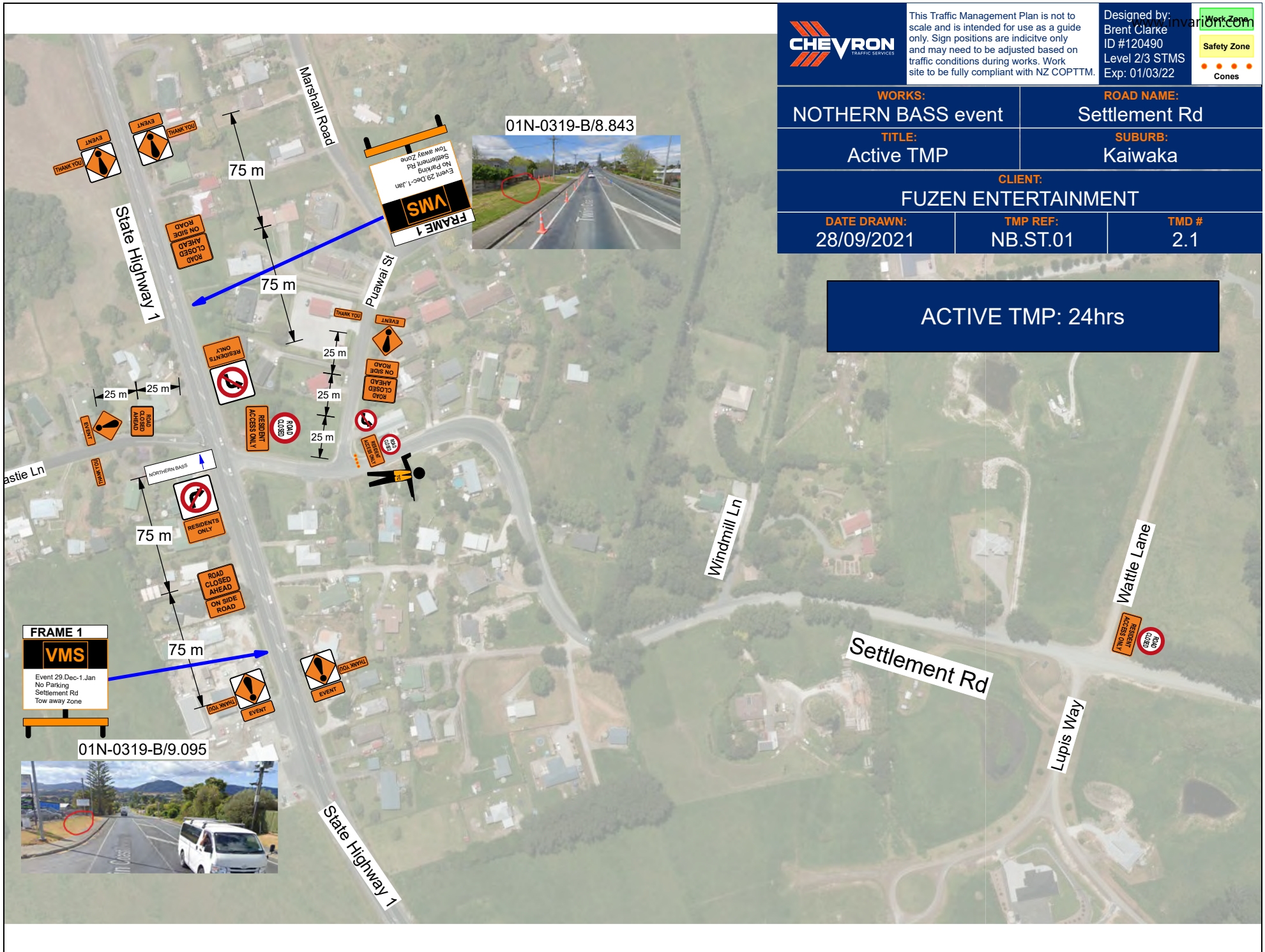
NB.ST.01

**TMD #**

2

ACTIVE TMP: 24hrs









This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone



www.invarion.com

**WORKS:**  
NOTHERN BASS event

**ROAD NAME:**  
Settlement Rd

**TITLE:**  
Active TMP

**SUBURB:**  
Kaiwaka

**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
28/09/2021

**TMP REF:**  
NB.ST.01

**TMD #**  
2.2

ACTIVE TMP: 24hrs

400 m

400 m

Settlement Rd



RP 0.778



RP 1.179





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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone



www.invarion.com

WORKS:  
NOTHERN BASS event

ROAD NAME:  
Settlement Rd

TITLE:  
Active TMP

SUBURB:  
Kaiwaka

CLIENT:  
FUZEN ENTERTAINMENT

DATE DRAWN:  
28/09/2021

TMP REF:  
NB.ST.01

TMD #  
2.3

ACTIVE TMP: 24hrs

400 m

75 m

75 m

Private Lane

Vista Lane

Tawa Avenue







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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone



www.invarion.com

**WORKS:**  
NOTHERN BASS event

**ROAD NAME:**  
Settlement Rd

**TITLE:**  
Active TMP

**SUBURB:**  
Kaiwaka

**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
28/09/2021

**TMP REF:**  
NB.ST.01

**TMD #**  
2.4

ACTIVE TMP: 24hrs



400 m

400 m

Settlement Rd





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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



www.invarion.com

**WORKS:**  
NOTHERN BASS event

**ROAD NAME:**  
Settlement Rd

**TITLE:**  
Active TMP

**SUBURB:**  
Kaiwaka

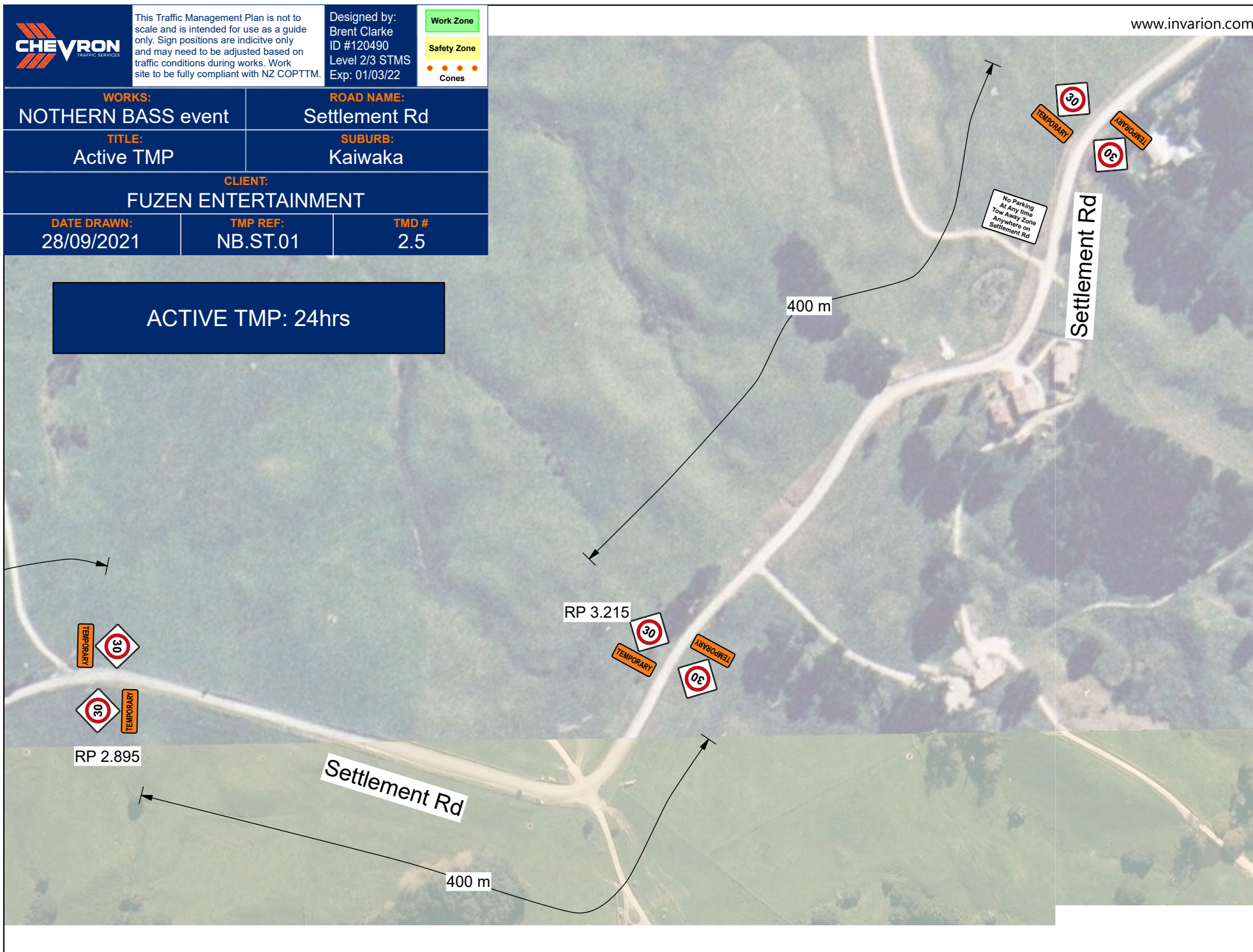
**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
28/09/2021

**TMP REF:**  
NB.ST.01

**TMD #**  
2.5

ACTIVE TMP: 24hrs







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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone

Cones

www.invarion.com

WORKS:		ROAD NAME:	
NOTHERN BASS event		Settlement Rd	
TITLE:		SUBURB:	
Active TMP		Kaiwaka	
CLIENT:			
FUZEN ENTERTAINMENT			
DATE DRAWN:	TMP REF:		TMD #
28/09/2021	NB.ST.01		2.6

Campervans

Camping Zone

Concert Zone

Area 3

Parking

Area 2

Area 1

Area 4

Area 5

ACTIVE TMP: 24hrs





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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone

Cones

www.invarion.com

WORKS:  
NOTHERN BASS event

ROAD NAME:  
Settlement Rd

TITLE:  
Active TMP

SUBURB:  
Kaiwaka

CLIENT:  
FUZEN ENTERTAINMENT

DATE DRAWN:  
28/09/2021

TMP REF:  
NB.ST.01

TMD #  
2.7

ACTIVE TMP: 24hrs







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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



www.invarion.com

WORKS: NOTHERN BASS event		ROAD NAME: Settlement Rd
TITLE: Active TMP		SUBURB: Kaiwaka
CLIENT: FUZEN ENTERTAINMENT		
DATE DRAWN: 28/09/2021	TMP REF: NB.ST.01	TMD # 2.8

ACTIVE TMP: 24hrs





ACTIVE TMP: 24hrs





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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



www.invarion.com

**WORKS:**  
NOTHERN BASS event

**ROAD NAME:**  
Settlement Rd

**TITLE:**  
Active TMP

**SUBURB:**  
Kaiwaka

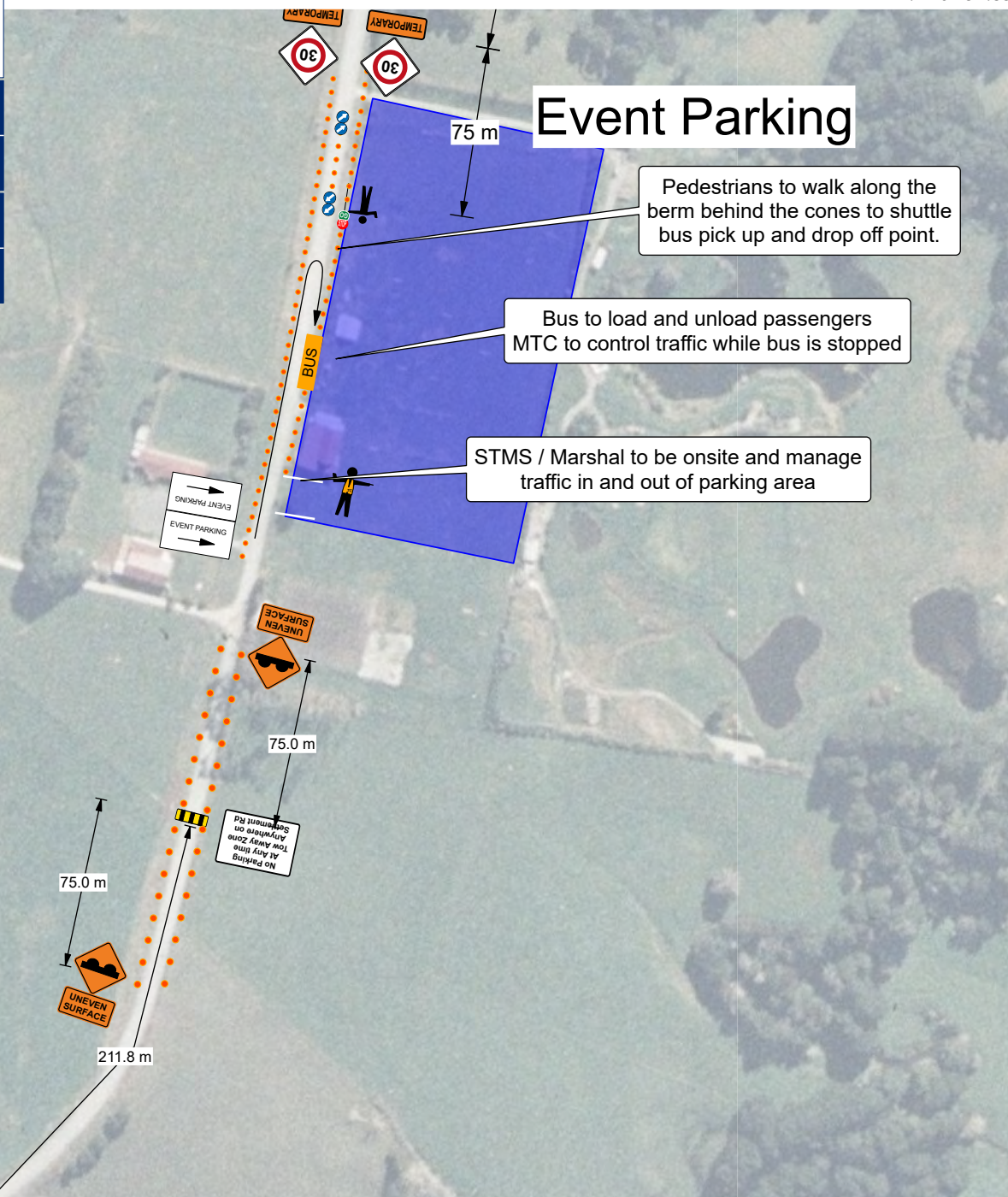
**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
28/09/2021

**TMP REF:**  
NB.ST.01

**TMD #**  
2.10

ACTIVE TMP: 24hrs





ACTIVE TMP: 24hrs





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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



WORKS: NOTHERN BASS event		ROAD NAME: Settlement Rd	
TITLE: Active TMP		SUBURB: Kaiwaka	
CLIENT: FUZEN ENTERTAINMENT			
DATE DRAWN: 28/09/2021	TMP REF: NB.ST.01		TMD # 2.12

ACTIVE TMP: 24hrs



This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

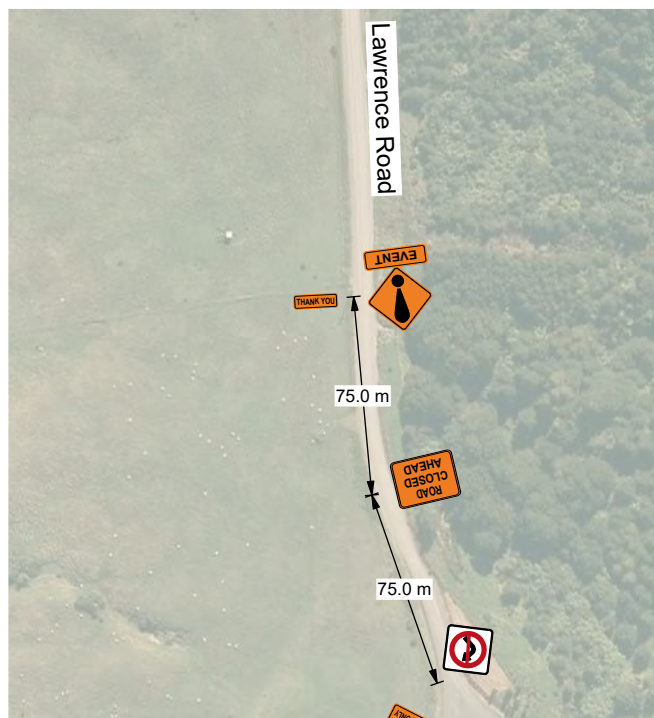


<b>WORKS:</b> NOTHERN BASS event		<b>ROAD NAME:</b> Valley Rd
<b>TITLE:</b> Active TMP		<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT		
<b>DATE DRAWN:</b> 28/09/2021	<b>TMP REF:</b> NB.ST.01	<b>TMD #</b> 2.13

ACTIVE TMP: 24hrs







This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



Kaiwaka - Mangawhai Road



Comes Road

**WORKS:**  
NOTHERN BASS event

**ROAD NAME:**  
Lawrence Rd

**TITLE:**  
Active TMP

**SUBURB:**  
Kaiwaka

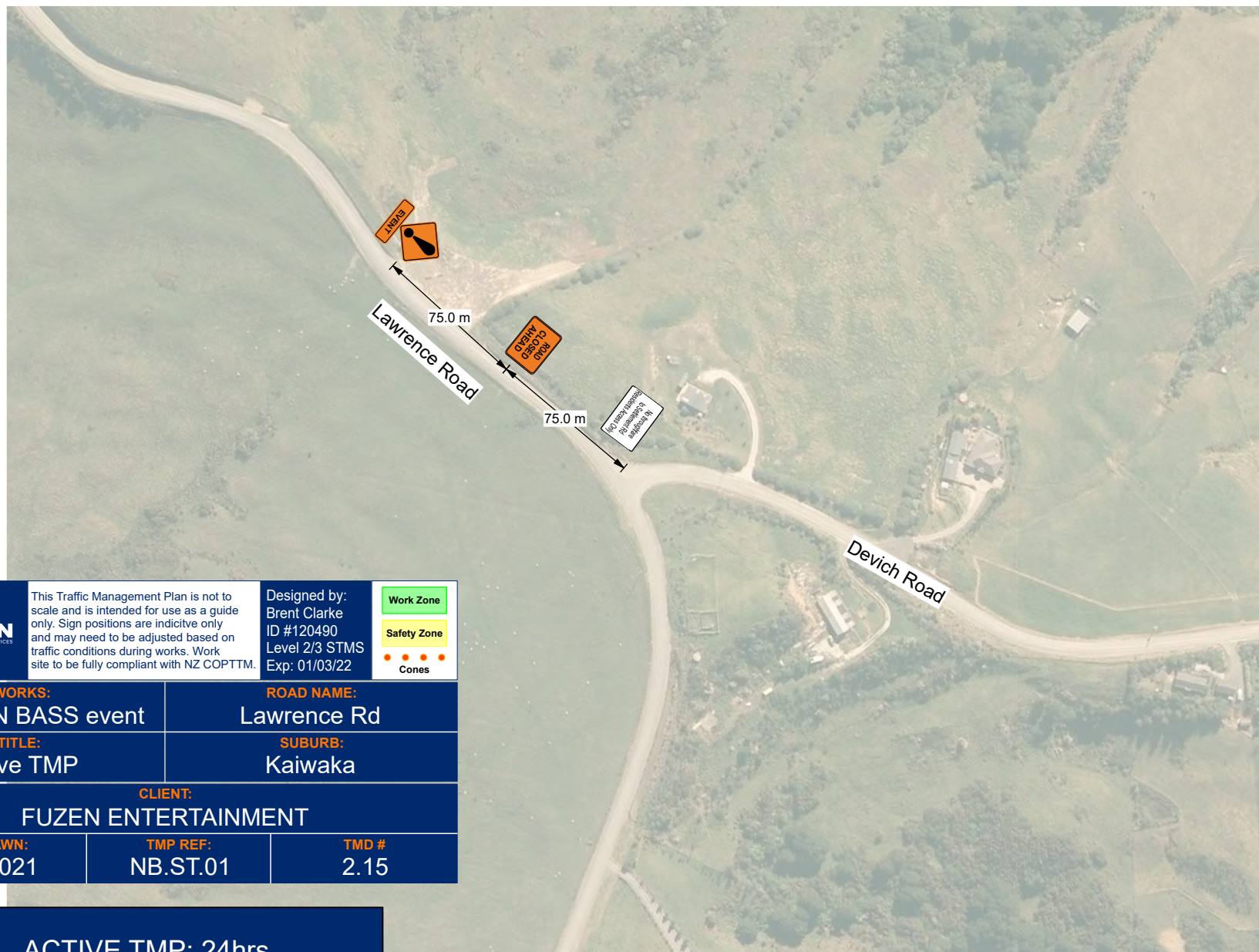
**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
28/09/2021

**TMP REF:**  
NB.ST.01

**TMD #**  
2.14

ACTIVE TMP: 24hrs



This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



WORKS: NOTHERN BASS event		ROAD NAME: Lawrence Rd	
TITLE: Active TMP		SUBURB: Kaiwaka	
CLIENT: FUZEN ENTERTAINMENT			
DATE DRAWN: 28/09/2021	TMP REF: NB.ST.01		TMD # 2.15

ACTIVE TMP: 24hrs





This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone

Cones

**WORKS:**  
NOTHERN BASS event

**ROAD NAME:**  
Cames Rd

**TITLE:**  
Active TMP

**SUBURB:**  
Kaiwaka




**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
28/09/2021

**TMP REF:**  
NB.ST.01

**TMD #**  
2.16

ACTIVE TMP: 24hrs

	This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTM.		Designed by: Brent Clarke ID #120490 Level 2/3 STMS Exp: 01/03/22	    
WORKS: NOTHERN BASS event		ROAD NAME: Settlement Rd		
TITLE: Active TMP		SUBURB: Kaiwaka		
CLIENT: FUZEN ENTERTAINMENT				
DATE DRAWN: 28/09/2021	TMP REF: NB.ST.01		TMD # 2.17	

ACTIVE TMP: 24hrs







This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



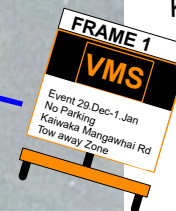
WORKS: NOTHERN BASS event		ROAD NAME: Settlement Rd	
TITLE: Active TMP		SUBURB: Kaiwaka	
CLIENT: FUZEN ENTERTAINMENT			
DATE DRAWN: 28/09/2021	TMP REF: NB.ST.01		TMD # 2.18

ACTIVE TMP: 24hrs






KAIWAKA MANGAWHAI RD RP 3.516



RP 2.920




	This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.		Designed by: Brent Clarke ID #120490 Level 2/3 STMS Exp: 01/03/22	<div>Work Zone</div> <div>Safety Zone</div> <div>Cones</div>
WORKS: NOTHERN BASS event		ROAD NAME: Kaiwaka Mangawhai Rd		
TITLE: Active TMP		SUBURB: Kaiwaka		
CLIENT: FUZEN ENTERTAINMENT				
DATE DRAWN: 28/09/2021	TMP REF: NB.ST.01		TMD # 2.19	
	ACTIVE TMP: 24hrs			



		This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.		Designed by: Brent Clarke ID #120490 Level 2/3 STMS Exp: 01/03/22		
<b>WORKS:</b> NOTHERN BASS event		<b>ROAD NAME:</b> Kaiwaka Mangawhai Rd				
<b>TITLE:</b> Active TMP		<b>SUBURB:</b> Kaiwaka		<b>CLIENT:</b> FUZEN ENTERTAINMENT		
<b>DATE DRAWN:</b> 28/09/2021		<b>TMP REF:</b> NB.ST.01		<b>TMD #</b> 2.20		

ACTIVE TMP: 24hrs



		<p>This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.</p>		<p>Designed by: Brent Clarke ID #120490 Level 2/3 STMS Exp: 01/03/22</p>		<p>Work Zone</p>
<p><b>WORKS:</b> NOTHERN BASS event</p>		<p><b>ROAD NAME:</b> Kaiwaka Mangawhai Rd</p>		<p><b>SUBURB:</b> Kaiwaka</p>		<p>Safety Zone</p>
<p><b>TITLE:</b> Active TMP</p>		<p><b>CLIENT:</b> FUZEN ENTERTAINMENT</p>		<p><b>DATE DRAWN:</b> 28/09/2021</p>		<p><b>TMD #</b> 2.21</p>
<p><b>TMP REF:</b> NB.ST.01</p>		<p><b>ACTIVE TMP: 24hrs</b></p>				





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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

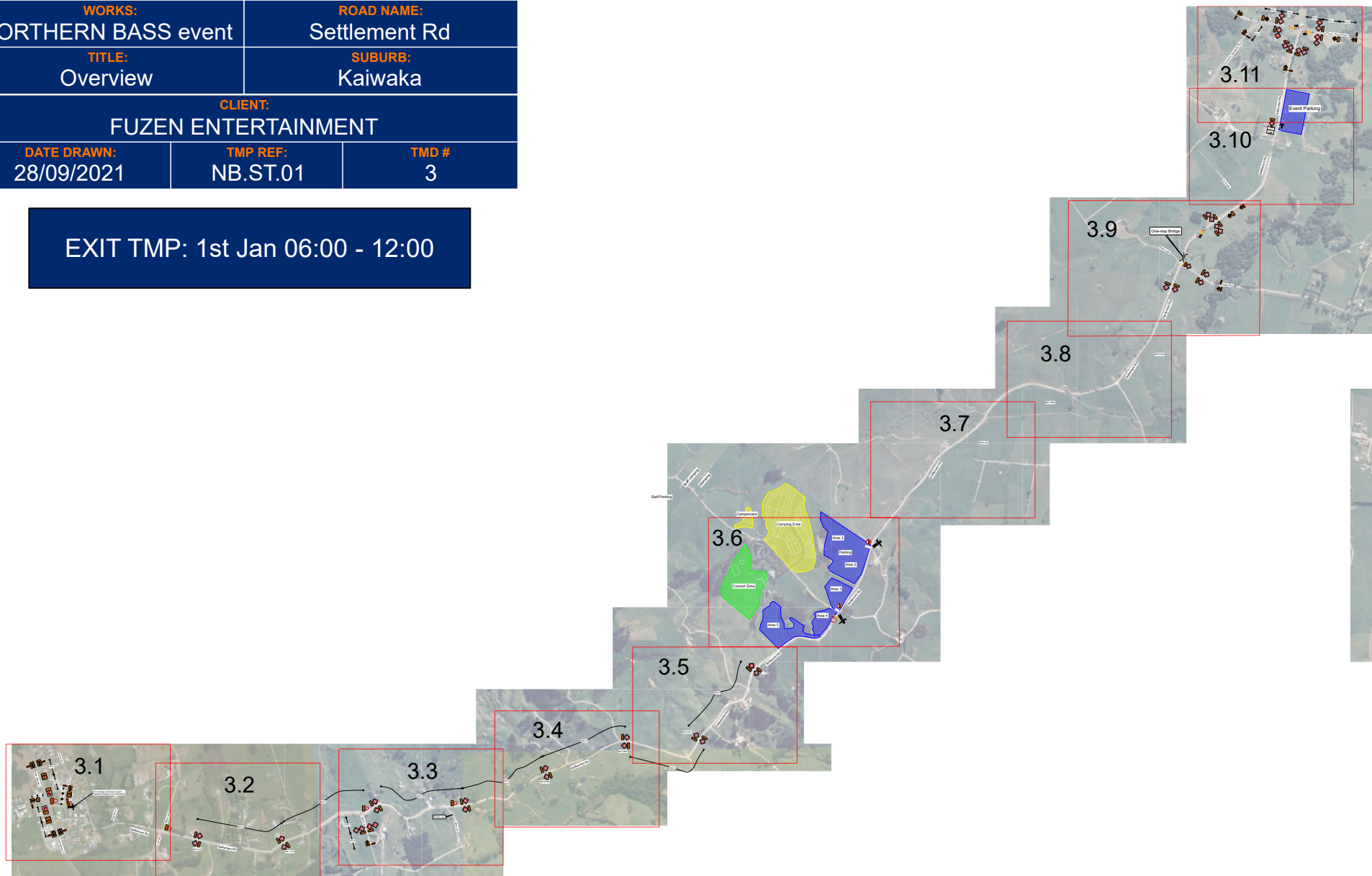
Safety Zone



www.invarion.com

<b>WORKS:</b> NORTHERN BASS event	<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Overview	<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT	
<b>DATE DRAWN:</b> 28/09/2021	<b>TMP REF:</b> NB.ST.01
	<b>TMD #</b> 3

EXIT TMP: 1st Jan 06:00 - 12:00





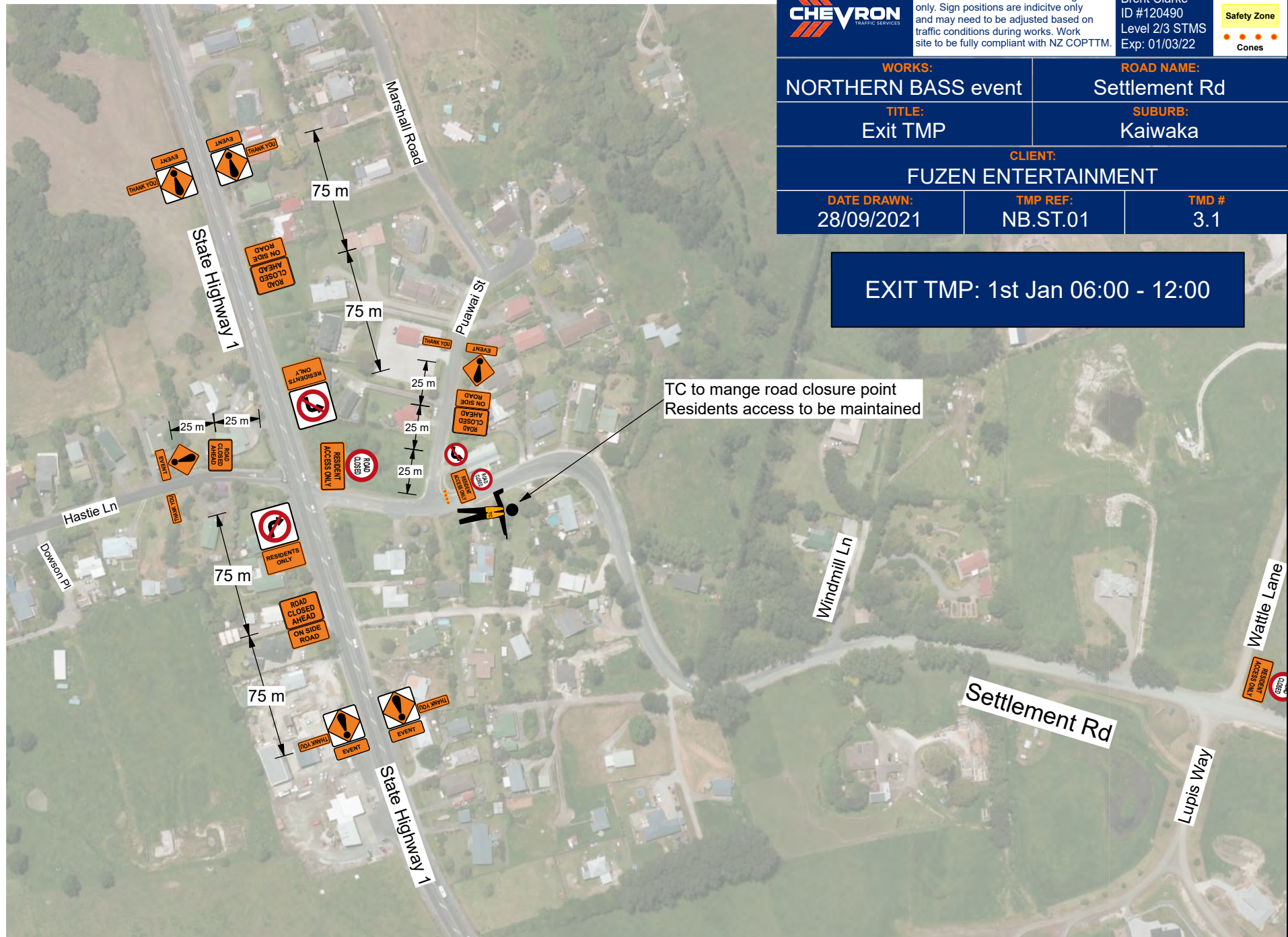
This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



WORKS: NORTHERN BASS event		ROAD NAME: Settlement Rd	
TITLE: Exit TMP		SUBURB: Kaiwaka	
CLIENT: FUZEN ENTERTAINMENT			
DATE DRAWN: 28/09/2021	TMP REF: NB.ST.01		TMD # 3.1

EXIT TMP: 1st Jan 06:00 - 12:00







This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone

Cones

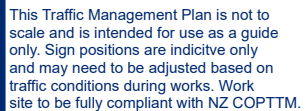
www.invarion.com

<b>WORKS:</b> NORTHERN BASS event		<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Exit TMP		<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT		
<b>DATE DRAWN:</b> 28/09/2021	<b>TMP REF:</b> NB.ST.01	<b>TMD #</b> 3.2

EXIT TMP: 1st Jan 06:00 - 12:00







Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



**Cones**

**TMD #**  
**3.3**

Vista Lane

75 m





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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone

Cones

www.invarion.com

<b>WORKS:</b> NORTHERN BASS event		<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Exit TMP		<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT		
<b>DATE DRAWN:</b> 28/09/2021	<b>TMP REF:</b> NB.ST.01	<b>TMD #</b> 3.4

EXIT TMP: 1st Jan 06:00 - 12:00







This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



www.invarion.com

<b>WORKS:</b> NORTHERN BASS event		<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Exit TMP		<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT		
<b>DATE DRAWN:</b> 28/09/2021	<b>TMP REF:</b> NB.ST.01	<b>TMD #</b> 3.5

EXIT TMP: 1st Jan 06:00 - 12:00







This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



www.invarion.com

**WORKS:**  
NORTHERN BASS event

**ROAD NAME:**  
Settlement Rd

**TITLE:**  
Exit TMP

**SUBURB:**  
Kaiwaka

**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
28/09/2021

**TMP REF:**  
NB.ST.01

**TMD #**  
3.6

**EXIT TMP: 1st Jan 06:00 - 12:00**







This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone

Cones

www.invarion.com

<b>WORKS:</b> NORTHERN BASS event		<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Exit TMP		<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT		
<b>DATE DRAWN:</b> 28/09/2021	<b>TMP REF:</b> NB.ST.01	<b>TMD #</b> 3.7

EXIT TMP: 1st Jan 06:00 - 12:00

Settlement Rd







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Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone

Cones

www.invarion.com

WORKS: NORTHERN BASS event		ROAD NAME: Settlement Rd	
TITLE: Exit TMP		SUBURB: Kaiwaka	
CLIENT: FUZEN ENTERTAINMENT			
DATE DRAWN: 28/09/2021	TMP REF: NB.ST.01		TMD # 3.8

EXIT TMP: 1st Jan 06:00 - 12:00







This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone



**WORKS:**  
NORTHERN BASS event

**ROAD NAME:**  
Settlement Rd

**TITLE:**  
Exit TMP

**SUBURB:**  
Kaiwaka

**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
28/09/2021

**TMP REF:**  
NB.ST.01

**TMD #**  
3.9

EXIT TMP: 1st Jan 06:00 - 12:00

One-way Bridge

Peters Lane

Settlement Rd

Valley Road

www.invarion.com







This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22



www.invarion.com

WORKS: NORTHERN BASS event		ROAD NAME: Settlement Rd	
TITLE: Exit TMP		SUBURB: Kaiwaka	
CLIENT: FUZEN ENTERTAINMENT			
DATE DRAWN: 28/09/2021	TMP REF: NB.ST.01		TMD # 3.10

EXIT TMP: 1st Jan 06:00 - 12:00







EXIT TMP: 1st Jan 06:00 - 12:00

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Cones

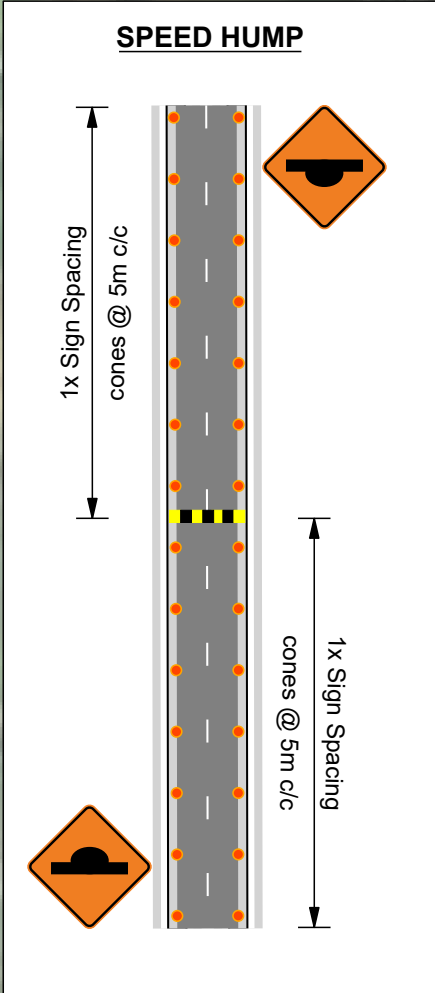
**TMD #**  
**4**



- NOTES:
- SPEED HUMPS TO BE INSTALLED WHEREVER NECESSARY ON SETTLEMENT ROAD
  - SPEED HUMPS SHOULD HAVE SIDE FRICTION ON KERB AND CENTRELINE FOR 1x SIGN SPACING
  - CONES TO BE PLACED ON EACH SIDE OF SPEED HUMPS @ 5m c/c



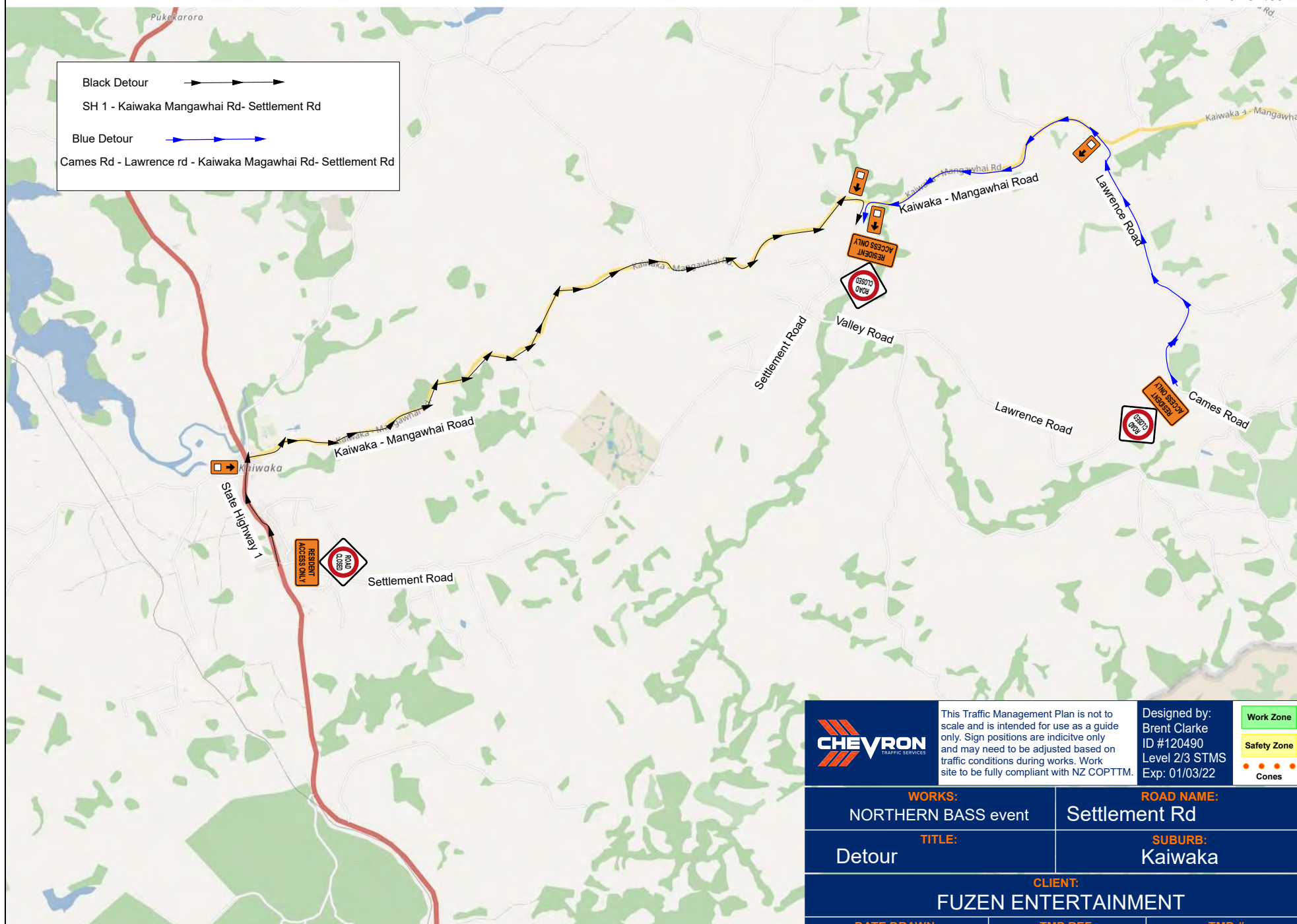
Kaiwaka - Mangawhai Road



Lawrence Road

Settlement Road

Google



This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone

Cones

WORKS: NORTHERN BASS event		ROAD NAME: Settlement Rd	
TITLE: Detour		SUBURB: Kaiwaka	
CLIENT: FUZEN ENTERTAINMENT			
DATE DRAWN: 28/09/2021	TMP REF: NB.ST.01		TMD # 06



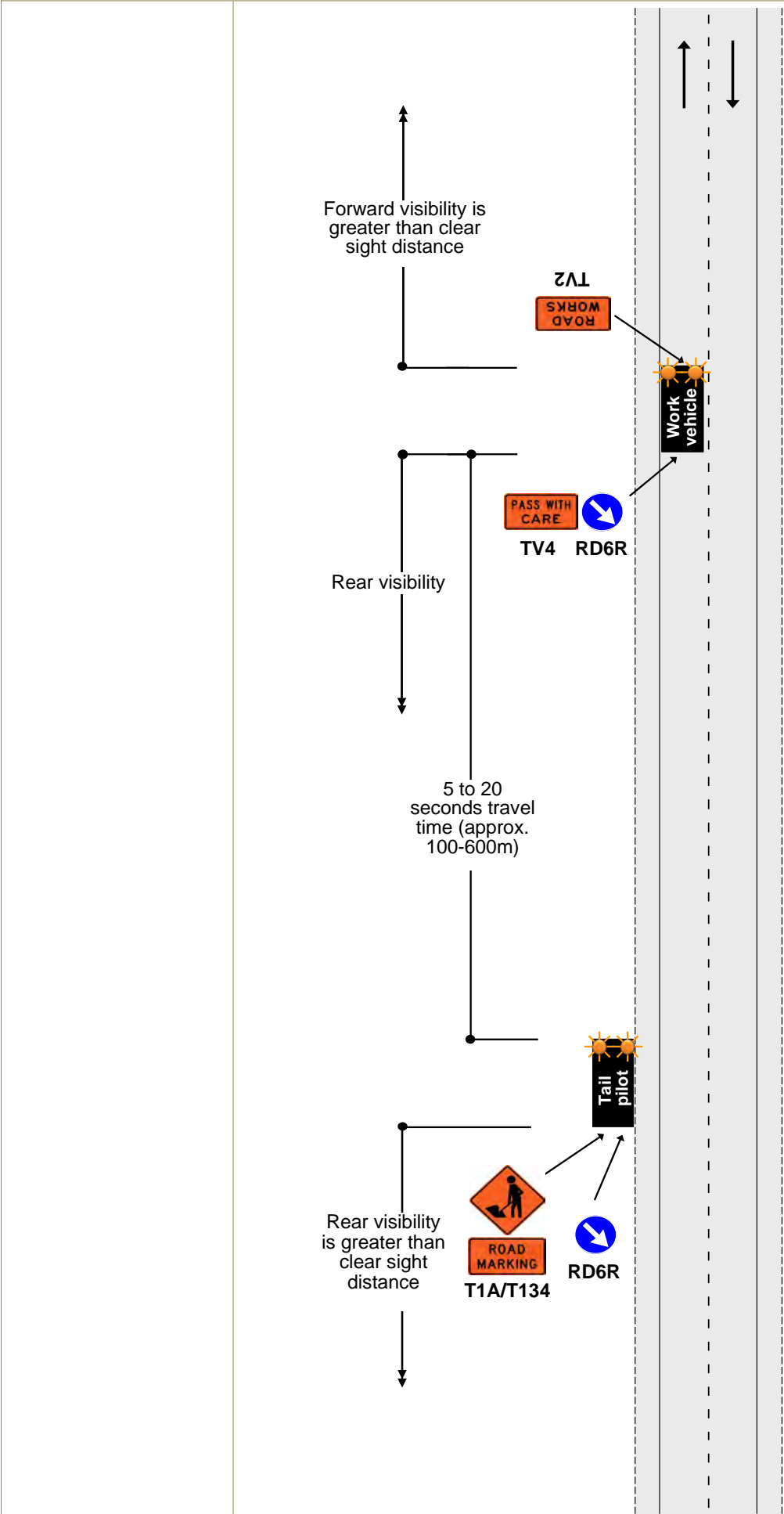
TWO-WAY TWO-LANE ROAD

Work vehicle is in a lane

Permanent speed over 65km/h - CSD forward visibility to work vehicle

D1.1

Level 1



**TWO-WAY TWO-LANE ROAD**

Work vehicle is in a lane

Permanent speed over 65km/h - no CSD to work vehicle

**D1.2**

Level 1

**Notes**

- Both forward and rear visibility is less than the clear sight distance continuously for 1km to the work vehicle

