

## 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>	<b>Contractor (Working space):</b> 	<b>Principal (Client):</b> 		
		<b>Contractor (TTM):</b> 	<b>RCA:</b> 		

	Road names and suburb	House no./RPs (from and to)	Road level + Cat	Permanent speed
<b>Location details and road characteristics</b>	State Highway 1, Kaiwaka	01N-0319-B 8.753 to 01N-0319B 9.106	1, B	80/100
	Settlement Road, Kaiwaka	Full Length	1, B	70/80
	Kaiwaka-Mangawhai Road, Kiawaka	Rp. 3.177 to Rp 7.306	1, B	80
	Valley Road, Kaiwaka	Rp. 0.000 to 0.322	1, B	80

	AADT	PEAK FLOWS (weekdays and non-public holidays)
<b>Traffic details (main route)</b>	706 - Settlement Road	<b>Level 1:</b> 0600 – 0800 hrs. and 1700 – 1900 hrs. <b>Level 2:</b> 0600 – 0900 hrs. and 1600 – 1900 hrs.

**DESCRIPTION OF WORK ACTIVITY**

Welcome To The Jungle:

R18 outdoor drum and bass festival

Patrons will have the option to either camp onsite or have a day pass.

Bus Passes will also will be available

**PLANNED WORK PROGRAMME**

Start date	17/02/2023	Time (hrs)	09:00	End date	20/02/2023	Time (hrs)	20:00
<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>	<ul style="list-style-type: none"> <li>TTM will be pre-set the closure from 0900am on the 17<sup>th</sup> and will be removed by 2000pm on the 20<sup>th</sup></li> <li>Road Closure will be in place from 0700am Saturday 18<sup>th</sup> to 12pm Sunday 19<sup>th</sup></li> <li>Stop Go outside the event on Settlement Road will run from 0700am Saturday 18<sup>th</sup> to 0200am 19<sup>th</sup></li> <li>Stop Go on Kaiwaka-Mangawhai Road will be used on Sunday only 0700am to 1200pm</li> <li>STMS to text 0273344221 upon setup and pack down on the TTM site;</li> <li>STMS to send photo of the completed OSR at the end of each day 19,20 &amp; 21 February.</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 Monday before midday. A council representative will carry out an inspection of the site on Monday.</li> </ul>						

Alternative dates if activity delayed	N/A				
<b>ROAD ASPECTS AFFECTED</b>					
Pedestrians affected?	No	Property access affected?	Yes	Traffic lanes affected?	Yes
Cyclists affected?	No	Restricted parking affected?	Yes	Delays or queuing likely?	Yes
<b>PROPOSED TRAFFIC MANAGEMENT METHODS</b>					
<b>Installation</b> (includes parking of plant and materials storage)	<p>Installation will be via a mobile operation with the following methodology:</p> <ol style="list-style-type: none"> <li>1. A site drive through will be conducted first to confirm layout, conditions and environment are all appropriate for works to proceed.</li> <li>2. 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>3. 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>4. Once ALL signage for the site is installed delineation installation may commence</li> <li>5. 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> <p>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</p>				
<b>Attended (day)</b>	<p>Refer to the attached <b>TMD# 01 - 05</b> for attended site layout.</p> <p>TC will always assist residents with access to their properties.</p> <p>No Parking on the roads around the site, Parking will be provided on-site with overflow parking located down the road on settlement road.</p> <p>All site checks and or changes to be recorded on the "on site record"</p> <p>STMS to be onsite at all times as required</p>				
<b>Attended (night)</b>	<p>Refer to the attached <b>TMD# 01 - 05</b> for attended site layout.</p> <p>TC will always assist residents with access to their properties.</p> <p>No Parking on the roads around the site, Parking will be provided on-site with overflow parking located down the road on settlement road.</p> <p>All site checks and or changes to be recorded on the "on site record"</p> <p>STMS to be onsite at all times as required</p>				
<b>Unattended (day)</b>	<p>Refer to the attached <b>TMD# 01 - 05</b> for attended site layout.</p> <p>TC will always assist residents with access to their properties.</p> <p>No Parking on the roads around the site, Parking will be provided on-site with overflow parking located down the road on settlement road.</p> <p>All site checks and or changes to be recorded on the "on site record"</p> <p>STMS to be onsite at all times as required</p>				
<b>Unattended (night)</b>	<p>Refer to the attached <b>TMD# 01 - 05</b> for attended site layout.</p> <p>TC will always assist residents with access to their properties.</p> <p>No Parking on the roads around the site, Parking will be provided on-site with overflow parking located down the road on settlement road.</p> <p>All site checks and or changes to be recorded on the "on site record"</p> <p>STMS to be onsite at all times as required</p>				

## 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 maximize safe driving behavior.
- 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**

Generic contingencies for:	Major Incident	Actions
<ul style="list-style-type: none"> <li>• major incidents</li> <li>• incidents</li> <li>• pre planned detours.</li> </ul> <p><i>Remove any options which do not apply to your job</i></p>	<p>A major incident is described as:</p> <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>	<p>The STMS must immediately conduct the following:</p> <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>



	<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 minimize 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
	No parking signage to be installed prior to commencement of works if necessary, no vehicles will be towed.			
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
	STMS to notify ATOC or SCATS on 09 927 9757 prior to commence of work to alter traffic signals, if required.			
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	No	Has approval been granted?	N/A
	Email sent to RoadNotice@at.govt.nz			
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	N/A		
	NZTA compliant?	N/A		

## EED

Is an EED applicable?	No	EED attached?	N/A
-----------------------	----	---------------	-----

## DELAY CALCULATIONS/TRIAL PLAN TO DETERMINE POTENTIAL EXTENT OF DELAYS

Will not exceed more than 5 minutes

## 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
01	Overview and Event Direction Signage
02	Event Phase
03	Exit Phase
04	No Parking
05	Speedhumps
06-07	Mobile Installation – Setup & Removal

### CONTACT DETAILS

	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal	Etienne Marais (FUZEN ENTERTAINMENT) <i>et@fuzen.co.nz</i>	021 222 3666	N/A	N/A	N/A
TMC	Wendy Campbell – Kaipara District Paul Morgan – NZTA	027 334 4221 027 241 7635	N/A	N/A	N/A
Engineers' representative	N/A		N/A	N/A	N/A
Contractor	Etienne Marais (FUZEN ENTERTAINMENT) <i>et@fuzen.co.nz</i>	021 222 3666	N/A	N/A	N/A
STMS		0800 424 387	53299	L2/3 P	26/05/23
	Adam Barclay- Operations Manager	0800 424 387	68541	A/B/A P	12/06/24
	Ryan Toki - Planning Manager	0800 424 387	42397	A/B P	31/08/24
	Ben Whipp - Shift Manager				
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			
--------------------	---	--------------	--	--	--

### TMP PREPARATION

	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
	William Petersen	16/11/2022	<i>Wpetersen</i>	74159	TTMP	18/06/23

This TMP meets CoPTTM requirements

Number of diagrams attached

05

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	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

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

This TMP is approved on the following basis:

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

### Notification to TMC prior to occupying worksite/Notification completed

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

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>							
<b>Time inspection completed:</b>							
<b>Signature:</b>							
<b>Comments:</b>							
<b>Time</b>	<b>Adjustment made and reason for change</b>						





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.

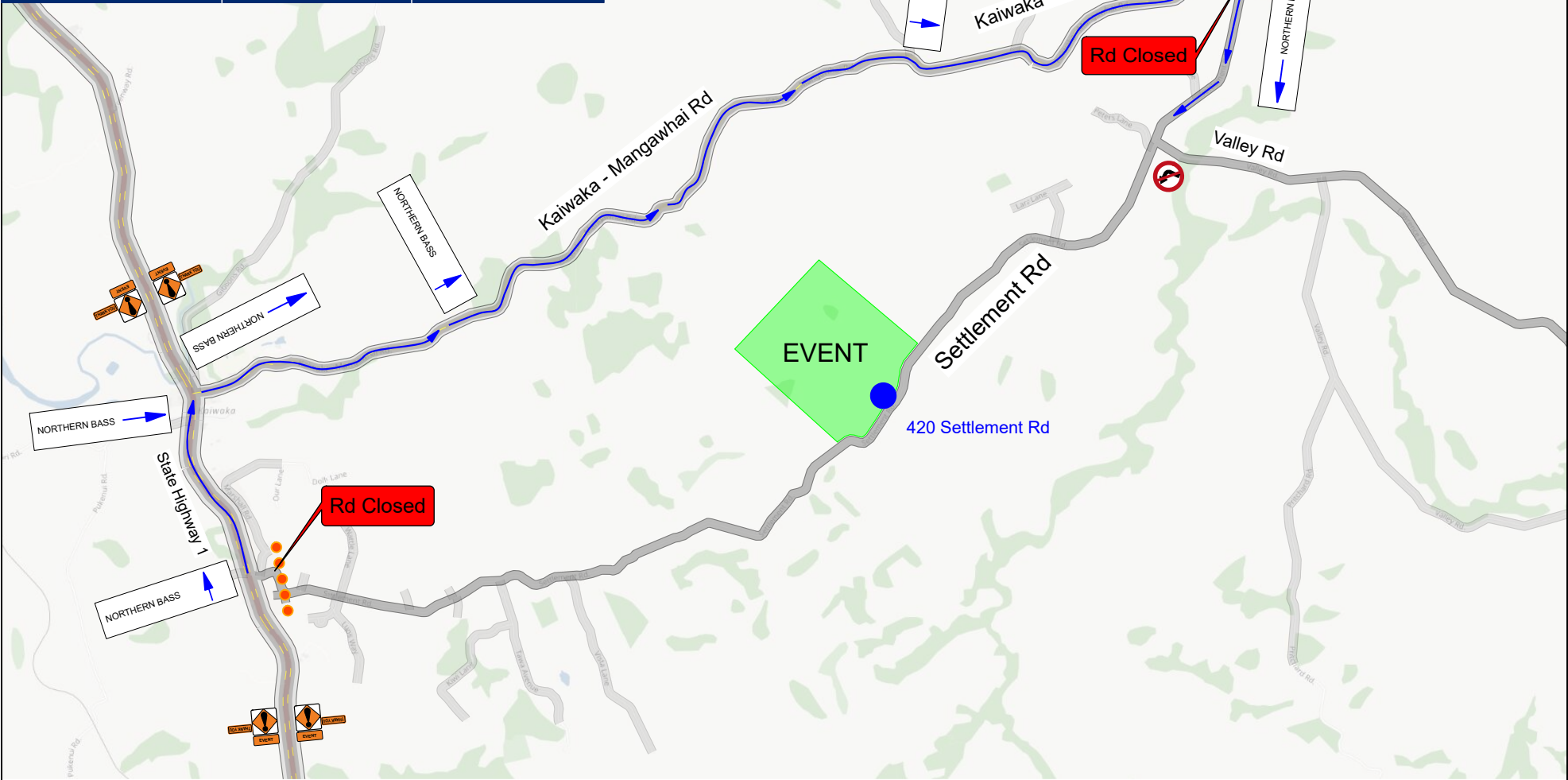
Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone

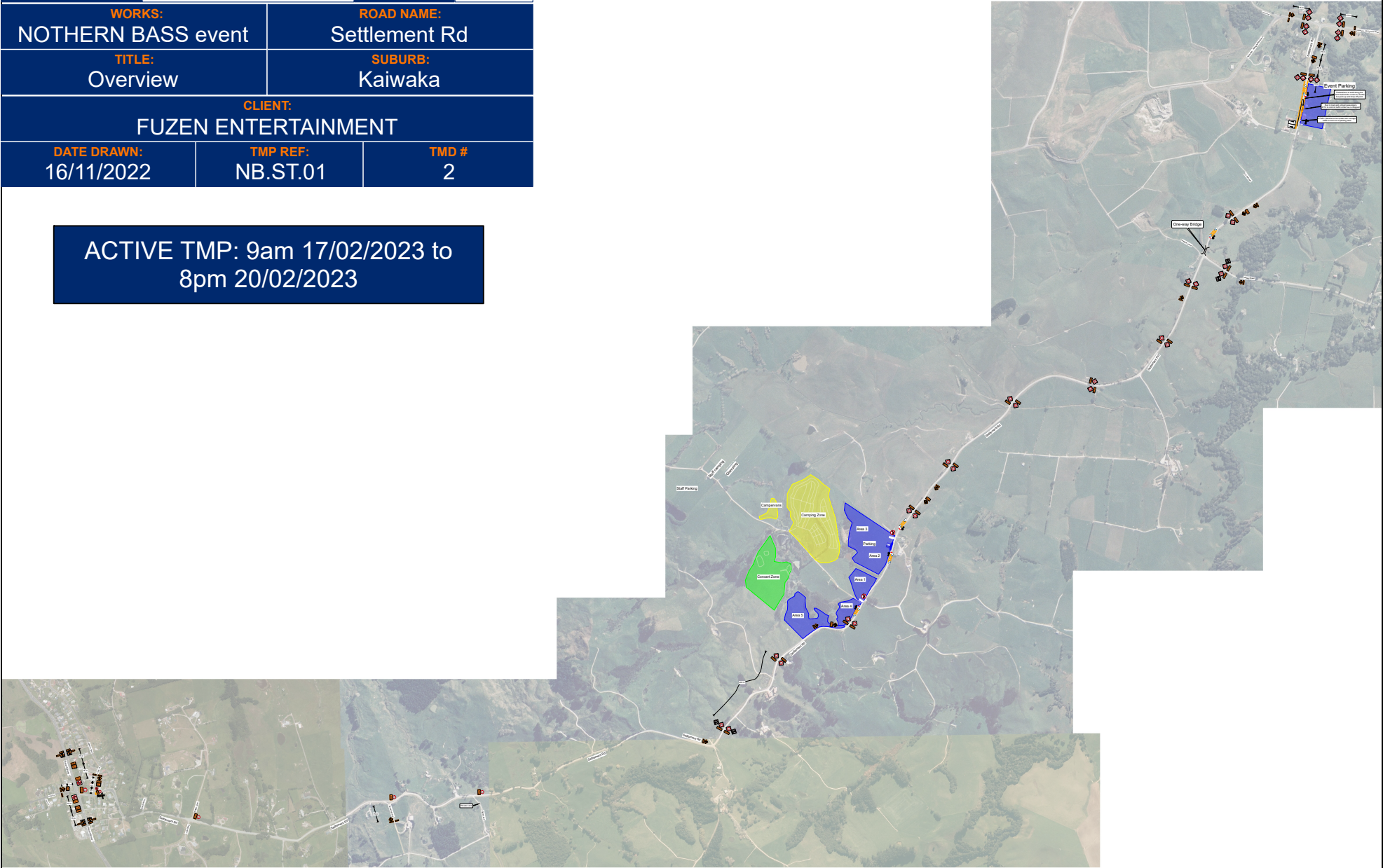
Cones

WORKS:		ROAD NAME:	
NORTHERN BASS event		Settlement Rd	
TITLE:		SUBURB:	
Overview		Kaiwaka	
CLIENT:			
FUZEN ENTERTAINMENT			
DATE DRAWN:	TMP REF:		TMD #
16/11/2022	NB.ST.01		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		<div>Work Zone</div> <div>Safety Zone</div> <div>Cones</div>
WORKS: NOTHERN BASS event			ROAD NAME: Settlement Rd		
TITLE: Overview			SUBURB: Kaiwaka		
CLIENT: FUZEN ENTERTAINMENT					
DATE DRAWN: 16/11/2022		TMP REF: NB.ST.01		TMD # 2	

ACTIVE TMP: 9am 17/02/2023 to  
8pm 20/02/2023







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

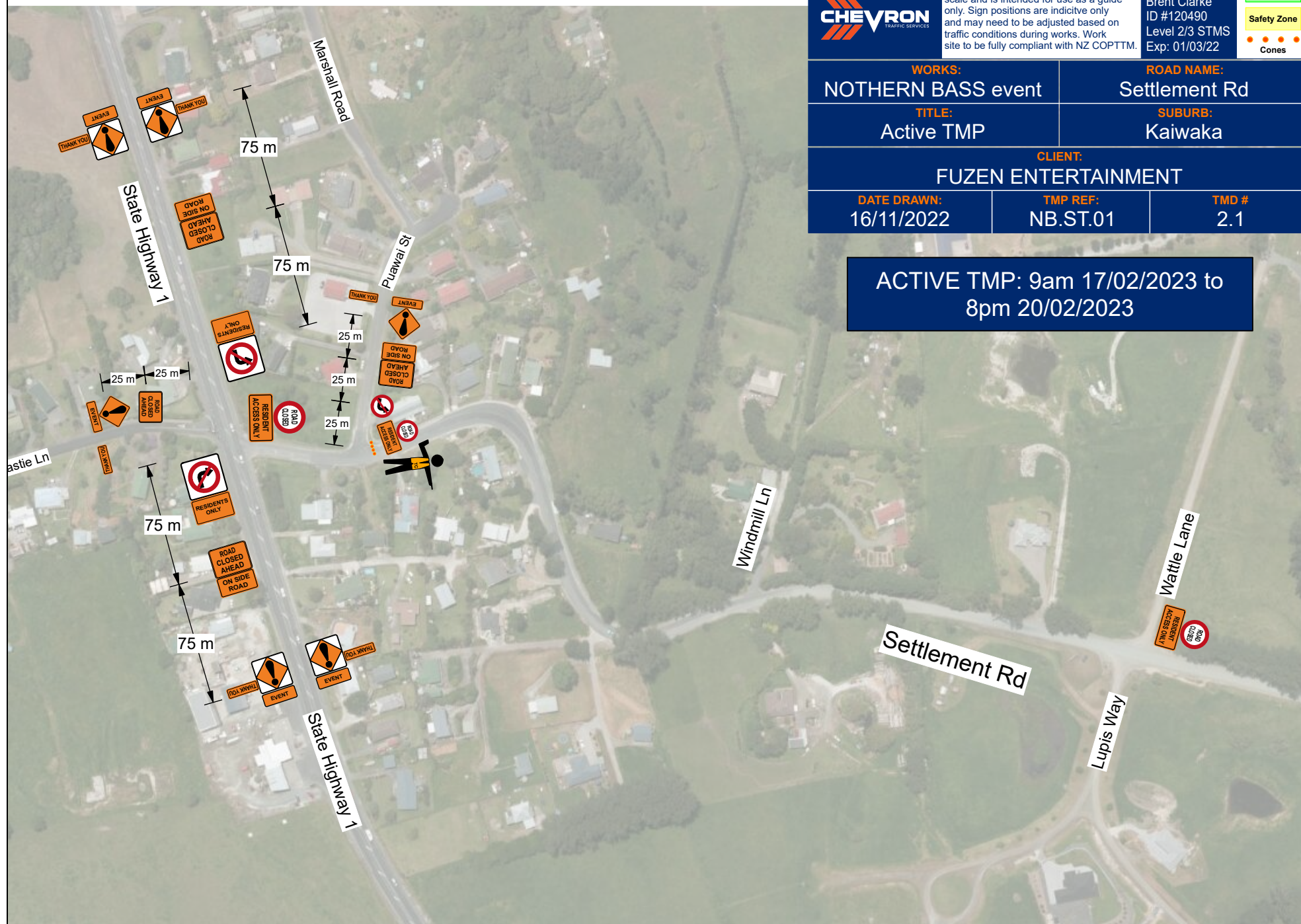
Work Zone

Safety Zone

Cones

<b>WORKS:</b> NOTHERN BASS event	<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Active TMP	<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT	
<b>DATE DRAWN:</b> 16/11/2022	<b>TMP REF:</b> NB.ST.01
	<b>TMD #</b> 2.1

ACTIVE TMP: 9am 17/02/2023 to  
8pm 20/02/2023







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

<b>WORKS:</b> NOTHERN BASS event	<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Active TMP	<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT	
<b>DATE DRAWN:</b> 16/11/2022	<b>TMP REF:</b> NB.ST.01
<b>TMD #</b> 2.2	

ACTIVE TMP: 9am 17/02/2023 to  
8pm 20/02/2023

Settlement Rd





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

<b>WORKS:</b> NOTHERN BASS event	<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Active TMP	<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT	
<b>DATE DRAWN:</b> 16/11/2022	<b>TMP REF:</b> NB.ST.01
	<b>TMD #</b> 2.3

ACTIVE TMP: 9am 17/02/2023 to  
8pm 20/02/2023







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

<b>WORKS:</b> NOTHERN BASS event	<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Active TMP	<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT	
<b>DATE DRAWN:</b> 16/11/2022	<b>TMP REF:</b> NB.ST.01
	<b>TMD #</b> 2.4

ACTIVE TMP: 9am 17/02/2023 to  
8pm 20/02/2023

Settlement Rd





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:**  
Active TMP

**SUBURB:**  
Kaiwaka

**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
16/11/2022

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

**TMD #**  
2.5

**ACTIVE TMP: 7am March 20th to  
2am March 21st**





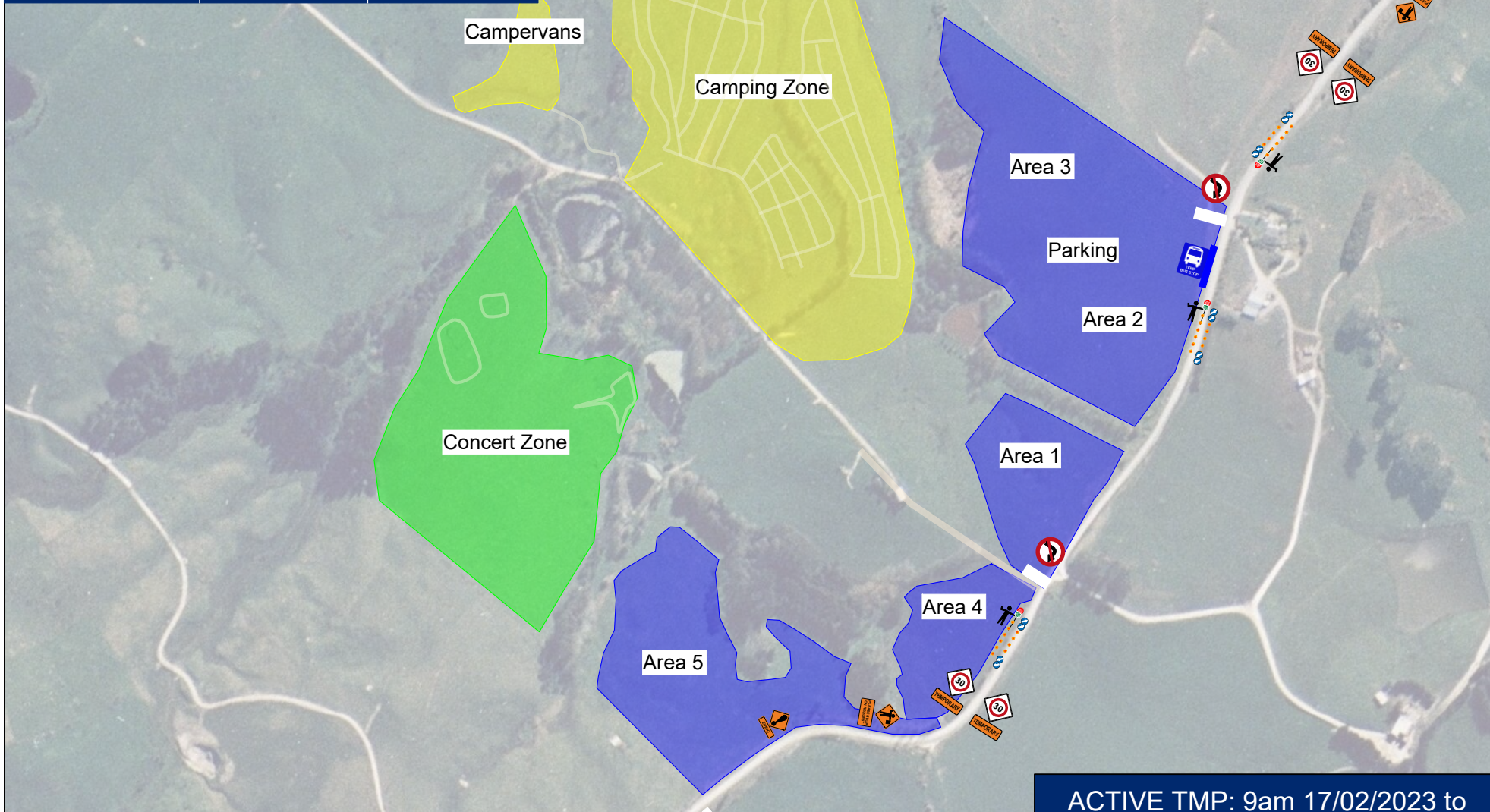


This Traffic Management Plan is not to scale and is intended for use as a guide only. Sign positions are indicative only and may need to be adjusted based on traffic conditions during works. Work site to be fully compliant with NZ COPTTM.

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: Active TMP		SUBURB: Kaiwaka	
CLIENT: FUZEN ENTERTAINMENT			
DATE DRAWN: 16/11/2022	TMP REF: NB.ST.01		TMD # 2.6



ACTIVE TMP: 9am 17/02/2023 to  
8pm 20/02/2023





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

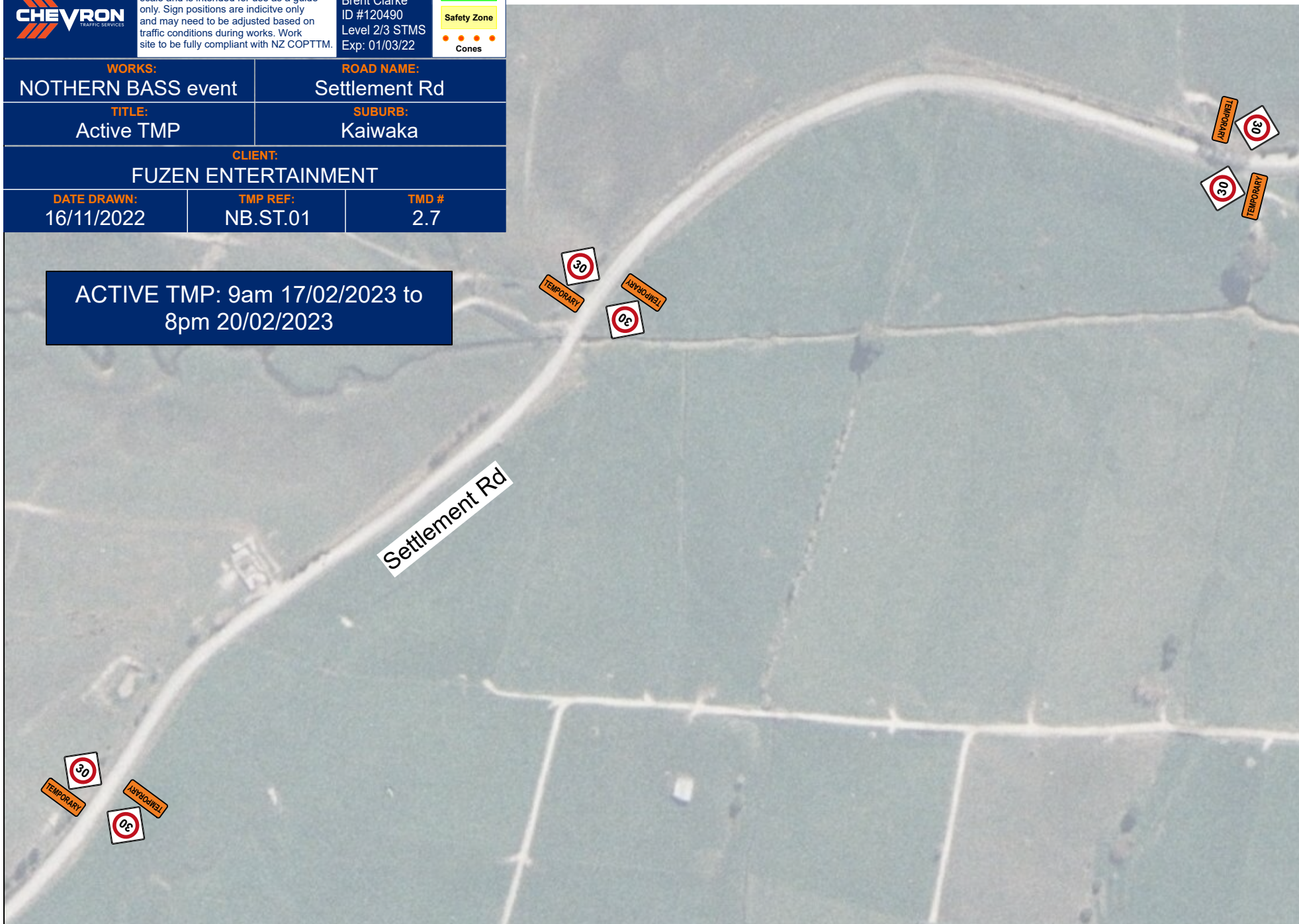
Safety Zone

Cones

<b>WORKS:</b> NOTHERN BASS event	<b>ROAD NAME:</b> Settlement Rd
<b>TITLE:</b> Active TMP	<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT	
<b>DATE DRAWN:</b> 16/11/2022	<b>TMP REF:</b> NB.ST.01
	<b>TMD #</b> 2.7

ACTIVE TMP: 9am 17/02/2023 to  
8pm 20/02/2023

Settlement Rd







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:**  
Active TMP

**SUBURB:**  
Kaiwaka

**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
16/11/2022

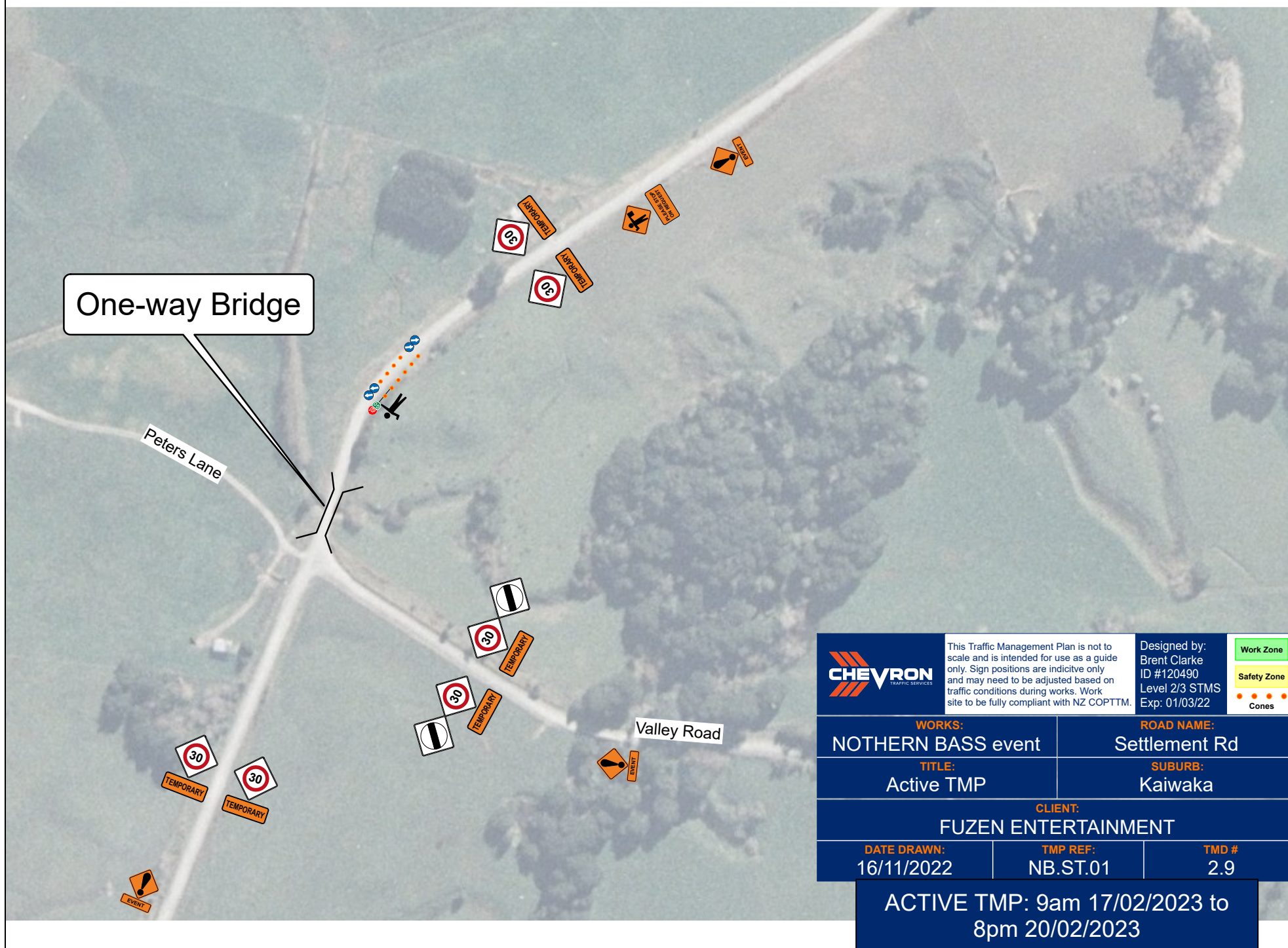
**TMP REF:**  
NB.ST.01

**TMD #**  
2.8

ACTIVE TMP: 9am 17/02/2023 to  
8pm 20/02/2023











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> Settlement Rd
<b>TITLE:</b> Active TMP	<b>SUBURB:</b> Kaiwaka
<b>CLIENT:</b> FUZEN ENTERTAINMENT	
<b>DATE DRAWN:</b> 16/11/2022	<b>TMP REF:</b> NB.ST.01
	<b>TMD #</b> 2.10

**ACTIVE TMP: 9am 17/02/2023 to  
8pm 20/02/2023**







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:**  
16/11/2022

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

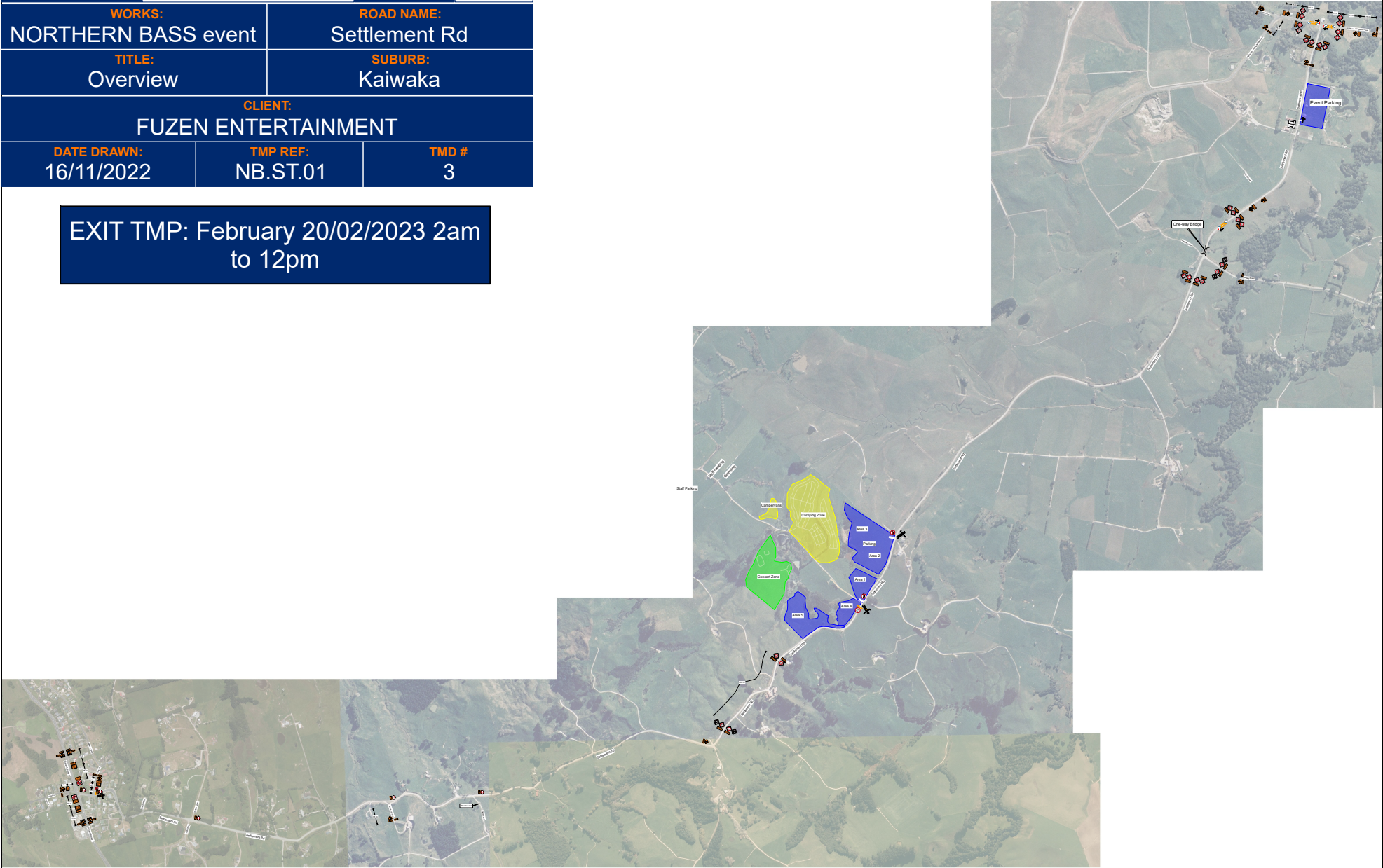
**TMD #**  
2.11

**ACTIVE TMP: 9am 17/02/2023 to  
8pm 20/02/2023**



	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: NORTHERN BASS event		ROAD NAME: Settlement Rd	
TITLE: Overview		SUBURB: Kaiwaka		
CLIENT: FUZEN ENTERTAINMENT				
DATE DRAWN: 16/11/2022	TMP REF: NB.ST.01		TMD # 3	

EXIT TMP: February 20/02/2023 2am to 12pm







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:**  
Exit TMP

**SUBURB:**  
Kaiwaka

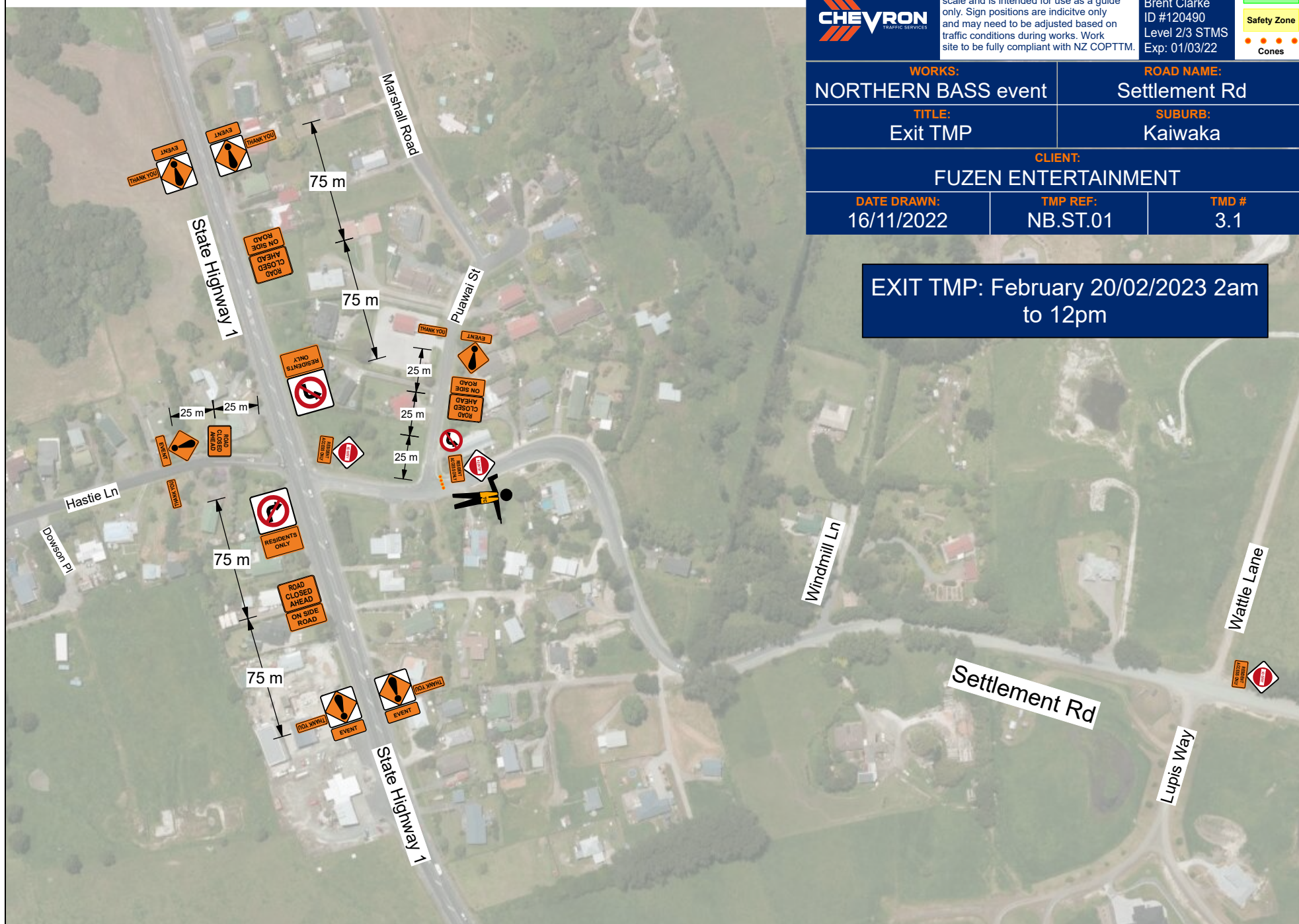
**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
16/11/2022

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

**TMD #**  
3.1

EXIT TMP: February 20/02/2023 2am to 12pm







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

<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> 16/11/2022	<b>TMP REF:</b> NB.ST.01	<b>TMD #</b> 3.2

EXIT TMP: February 20/02/2023 2am to 12pm







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

<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> 16/11/2022	<b>TMP REF:</b> NB.ST.01	<b>TMD #</b> 3.3

EXIT TMP: February 20/02/2023 2am to 12pm







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

<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> 16/11/2022	<b>TMP REF:</b> NB.ST.01
	<b>TMD #</b> 3.4

EXIT TMP: February 20/02/2023 2am  
to 12pm







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

<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> 16/11/2022	<b>TMP REF:</b> NB.ST.01	<b>TMD #</b> 3.5

EXIT TMP: February 20/02/2023 2am to 12pm







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:**  
16/11/2022

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

**TMD #**  
3.6

Camping Zone

Area 3

Parking

Area 2

Area 1

Settlement Rd

Concert Zone

Area 4

Area 5

EXIT TMP: February 20/02/2023 2am  
to 12pm





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

<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> 16/11/2022	<b>TMP REF:</b> NB.ST.01
	<b>TMD #</b> 3.7

EXIT TMP: February 20/02/2023 2am  
to 12pm

Settlement Rd







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

<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> 16/11/2022	<b>TMP REF:</b> NB.ST.01	<b>TMD #</b> 3.8

EXIT TMP: February 20/02/2023 2am  
to 12pm







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:**  
Exit TMP

**SUBURB:**  
Kaiwaka

**CLIENT:**  
FUZEN ENTERTAINMENT

**DATE DRAWN:**  
16/11/2022

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

**TMD #**  
3.9

**EXIT TMP: February 20/02/2023 2am to 12pm**







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

<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> 16/11/2022	<b>TMP REF:</b> NB.ST.01
<b>TMD #</b> 3.10	

EXIT TMP: February 20/02/2023 2am to 12pm







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:		ROAD NAME:	
NORTHERN BASS event		Settlement Rd	
TITLE:		SUBURB:	
Exit TMP		Kaiwaka	
CLIENT:			
FUZEN ENTERTAINMENT			
DATE DRAWN:	TMP REF:		TMD #
16/11/2022	NB.ST.01		3.11

EXIT TMP: February 20/02/2023 2am  
to 12pm



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.

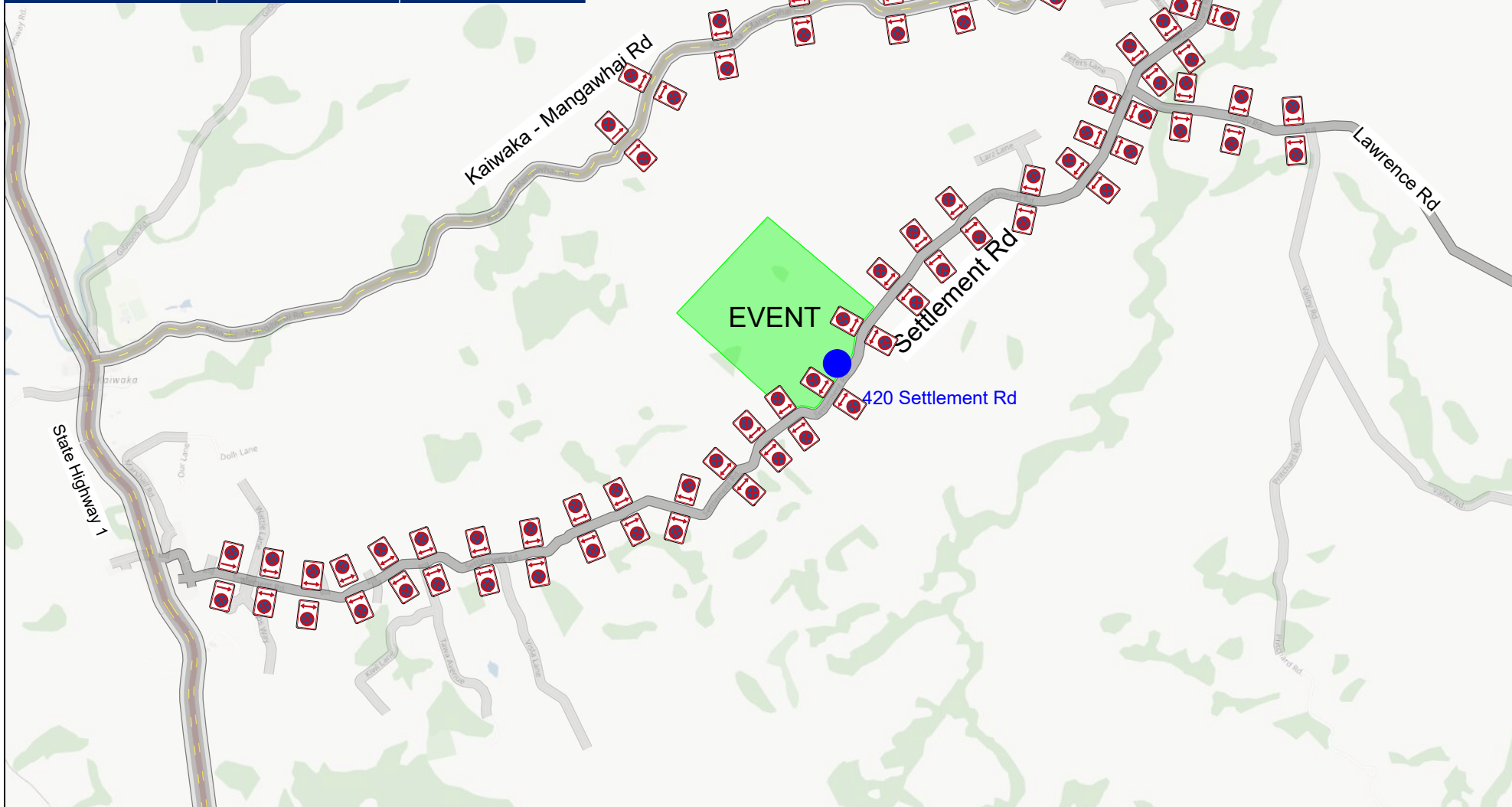
Designed by:  
Brent Clarke  
ID #120490  
Level 2/3 STMS  
Exp: 01/03/22

Work Zone

Safety Zone

Cones

WORKS:		ROAD NAME:	
NORTHERN BASS event		Settlement Rd	
TITLE:		SUBURB:	
No Parking		Kaiwaka	
CLIENT:			
FUZEN ENTERTAINMENT			
DATE DRAWN:	TMP REF:		TMD #
16/11/2022	NB.ST.01		4





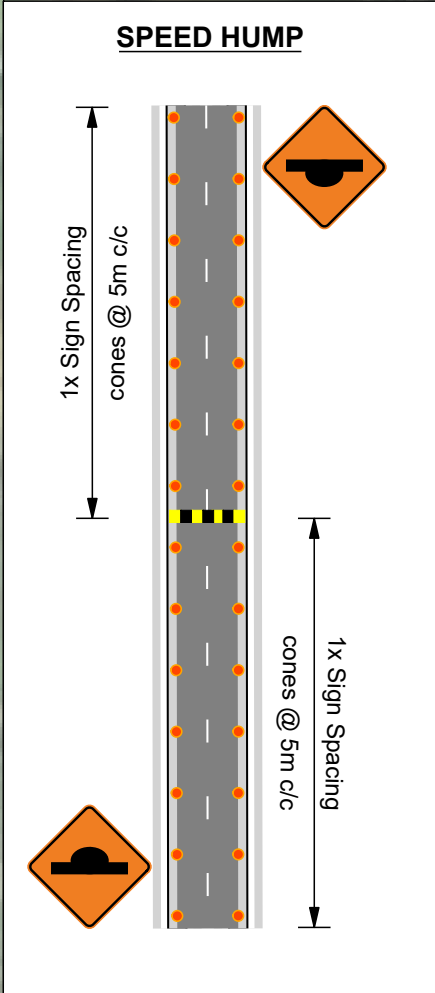
- NOTES:
- SPEED HUMPS TO BE INSTALLED WHEREVER NECESSARY ON SETTLEMENT ROAD

- 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



WORKS:

NORTHERN BASS

TITLE:

Speedbumps

ROAD NAME:

Settlement Rd

SUBURB:

Kaiwaka

CLIENT:

FUZEN ENTERTAINMENT

DATE DRAWN:

16/11/2022

TMP REF:

SP.RI.01

TMD #

5

**COMBINED LEVEL LV & LEVEL 1 LAYOUT DISTANCES TABLE**

Permanent speed limit or RCA-designated operating speed (km/h)		≤50	60	70	80	90	100		
Traffic signs									
A	Sign visibility distance (m)	50	60	70	80	90	100		
B	Warning distance (m)	50 or 30*	80	105	120	135	150		
C	Sign spacing (m)	25 or 15*	40	50	60	70	75		
Safety zones									
D	Longitudinal (m)+	10 or 5*	15	30	45	55	60		
E	Lateral (m)+	1	1	1	1	1	1		
	Lateral behind barrier installation	As specified by the Installation Designer							
Tapers									
G	Taper length (m)#	30	50	70	80	90	100		
G	LV roads taper length (m)#	25	30	35	40	45	50		
K	Distance between tapers (m)	40	50	70	80	90	100		
Delineation devices									
Cone spacing in taper (m)		2.5	2.5	5	5	5	5		
Cone spacing: Working space (m)##		5	5	10	10	10	10		
* Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints.									
+ On LV roads the longitudinal and lateral safety zones may be reduced, or eliminated, in order to retain a single lane width. Positive traffic management and an appropriate TSL must be used.									
# 1. On non-state highways with speeds 50km/h or less, a <b>10m taper</b> (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses).									
2. On all roads where the shoulder width is less than 2.5m and the activity does not affect the live lane, a <b>10m shoulder taper</b> is permitted (with at least 5 cones at no greater than 2.5m centres).									
3. A <b>taper of 30m</b> (with cones at 2.5m centres) <b>must</b> be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed.									
## LV roads: double the cone spacing alongside working space (eg 5 = 10, 10 = 20).									
Lane widths (based on permanent speed or TSL if applied)									
Speed (km/h)		30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

**LV/low-risk roads (less than 250vpd - less than 20 vehicles per hour)**

When on the shoulder:

- If **CSD not available**: Advance warning sign and base to be installed with sign visibility distance and warning distance in place
- If **CSD available**: Advance warning sign may be attached to the rear of a work vehicle which has an amber flashing beacon(s) and is visible to approaching road users from the rear.

When the activity encroaches onto a live lane consider alternating flow controls.

If the above requirements cannot be achieved, the operation must be modified to comply with the appropriate level LV or level 1 requirements.

## INSPECTION ACTIVITIES AND NON-INVASIVE WORKS

## On shoulder and on the live lane

This TMD may also be applied on level LV roads

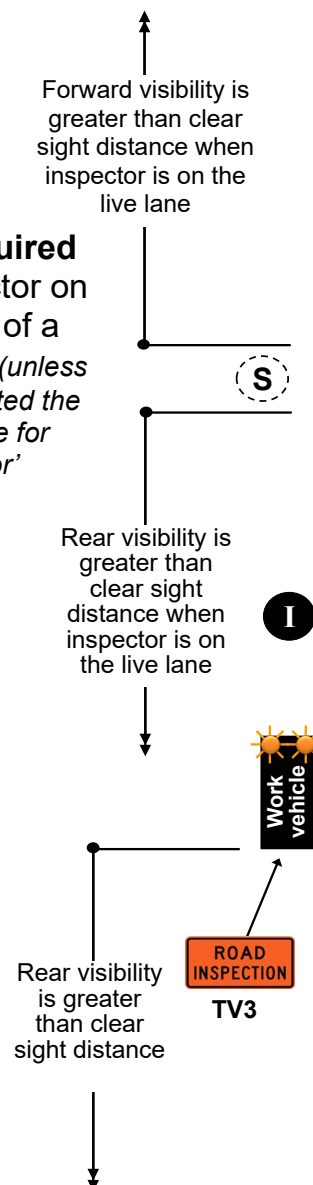
F4.10

Level 1

## Notes

1. Inspectors must move from live lanes to avoid traffic. They must not expect traffic to drive slowly or drive around them
2. On level LV and level 1 roads, a person completing an inspection or non-invasive works cannot be on a live lane for more than 5 minutes
3. Unless otherwise approved by the RCA, all inspections on the live lane of level 1 roads require a spotter. The RCA may provide a list of roads, times and/or activities suitable for inspection by a single inspector
4. There must be CSD to the inspector when on the live lane. If this cannot be achieved, a spotter must be placed in a position where CSD can be attained and verbal instructions be given to the inspector. If this is not possible, a static or mobile operation is required.
5. A spotter is not required for inspections and non-invasive works on level LV roads or working off the live lane of a level 1 road
6. Where an unaccompanied inspector is not able to maintain adequate attention (eg due to work tasks or poor visibility), a spotter will be required or another type of traffic management operation used
7. For inspection activities that are carried out by a TC on level LV and level 1 roads the STMS must be immediately contactable but does not have to be within 30 minutes travel time of the worksite
8. An unaccompanied inspector may walk across a level LV or level 1 road
9. A vehicle is not required on a level LV or level 1 road with a permanent speed of less than 65km/h if the inspector remains on a footpath
10. On roads with a permanent speed of less than 65km/h an amber flashing beacon is not required on the vehicle if the inspector or non-invasive works is on an unsealed shoulder (or further away from the carriageway - including a footpath)

**Spotter required**  
when inspector on  
the live lane of a  
level 1 road (*unless  
RCA has selected the  
road as suitable for  
'single inspector'  
inspections*)



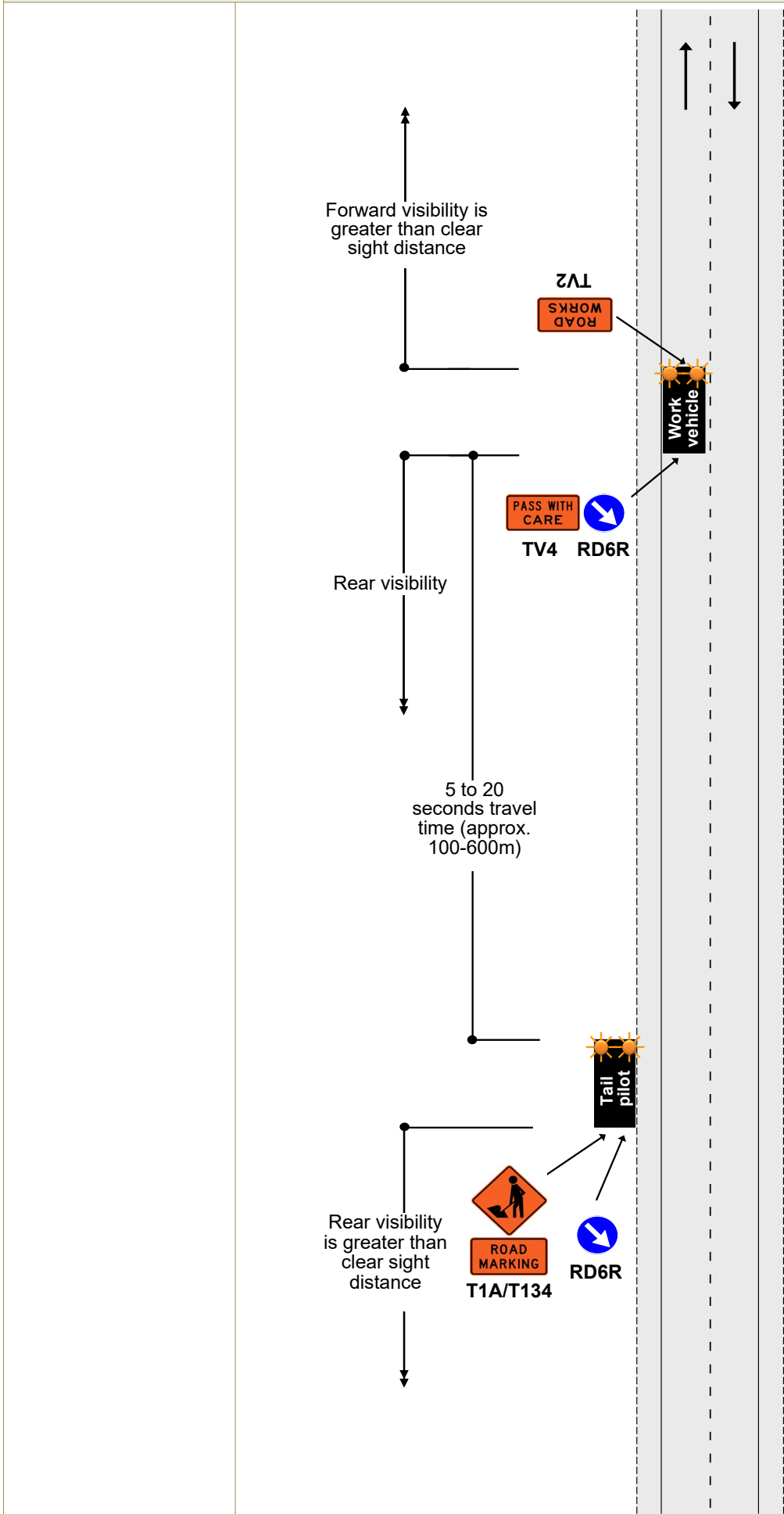


TWO-WAY TWO-LANE ROAD

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

