

## TRAFFIC MANAGEMENT PLAN

Traffic Management Plan Reference				
	For Office Use Only			
Organisation	Contractor		Client	
	Contractor Office Phone	Contractor Office Fax No.	Contractor Ref No.	
Contract Details	Contract Name:		Marlborough Roads Consent No:	
	Contract No:			
Location	Road Name(s)	Road Level (LV, 1, 2, 3)	Posted Speed Limit	From RP
				To RP
Description of Activity				
Work Programme				
Proposed/ Restricted Work Hours				
Traffic Details (Main Route)	AADT	Peak Hour Flow		
Proposed Traffic Management Method	Active:			
	Unattended:			
	Night:			
Proposed Speed Restrictions				
Positive Traffic Management Measures				

<b>Publication Notification</b>		
<b>Personal Safety</b>		
<b>On-Site Monitoring</b>	<b>Attended:</b>  <b>Unattended:</b>  <b>Overnight:</b>  <b>Other Times:</b>	
<b>Other Information</b> (e.g. delay calcs, EED issues, temporary speed issues etc)		
<b>Layout Diagrams</b>		
<b>EED Applicable?</b>	<b>Y/N</b>	<b>Attached Y/N</b>
<b>Traffic Controllers</b>	<b>Name (STMS)</b>	<b>Phone (24 hours)</b>
	<b>Cert No:</b>	
	<b>Name (TC)</b>	<b>Phone (24 hours)</b>
	<b>Cert No:</b>	
<b>TMP prepared accurately to represent site conditions and submitted by</b>	<b>Contractor/Applicant</b>	<b>Date</b>
	<b>Cert No:</b>	

Requires Amendment	Engineer :  Cert No:	Date
<b>Contingency Plans</b>	<p><b>Appendix H</b></p> <p style="text-align: center;"><b>Temporary Traffic Management Plan Contingency Plan Requirements</b></p> <p><b>REQUIREMENT</b> A contingency plan shall be included in the TMP. Section 1 provides guidelines. Section 2 requires a detour plan or a statement as to why a detour need is unlikely.</p> <p><b>1. <u>Incident Management</u></b></p> <p><b>Major Incident</b></p> <ul style="list-style-type: none"> <li>- where fatality or injury is involved or a real potential exists</li> <li>- where significant road or property damage is involved</li> <li>- where emergency services (police, fire) control of the site is appropriate</li> </ul> <p>The Contractor shall immediately:</p> <ul style="list-style-type: none"> <li>- secure the site to prevent the prospect of (further) injury or damage</li> <li>- render first aid to the extent qualified</li> <li>- make contact with the appropriate emergency authorities notify the Engineer</li> </ul> <p><b>Incident</b></p> <ul style="list-style-type: none"> <li>- where the delay approved in the TMP is, or is likely to be exceeded</li> <li>- may include a non-injury accident or structural failure of the road</li> </ul> <p>The Contractor shall immediately:</p> <ul style="list-style-type: none"> <li>- secure the site to prevent the prospect of injury or further damage</li> <li>- notify the Engineer</li> </ul> <p><u>The Contractor shall then:</u> take reasonable steps to re-establish traffic movement providing that</p> <ul style="list-style-type: none"> <li>- it is safe to do so <b>and</b> such action is approved by authorised officers of the NZ Police and the Department of Labour who are managing/investigating the incident.</li> </ul> <p><b>Unless absolutely necessary for reasons of safety</b>, the Contractor shall not move any TTM measures without the Engineer’s express consent. This consent will not be granted without the agreement of authorised officers of the NZ Police and/or the Department of Labour who are managing/investigating the incident.</p> <p>When TTM measures are authorised to be moved they must first be suitably marked out on the road and photographed. The Engineer or RCA may conduct these actions following completion of their own investigations.</p> <p><b>2. <u>Detour</u></b></p> <p>The Contractor shall evaluate the possibility that an incident may require a use of a detour. A realistic evaluation shall consider the risk of road closure posed by the type of work being undertaken, the probable duration of any closure and the availability/suitability of available alternative routes.</p>	

	<p>A generic plan for sections of the network may be appropriate.</p>	
<p><b>This TMP is Approved on the Following Basis</b></p>		
<p>1. To the best of the approving Engineer's judgment this TMP conforms to the requirements of Transit New Zealand's Code of Practice for Temporary Traffic Management.</p> <p>2. This plan is approved on the basis that the <b><i>activity, the location and the road environment have been correctly represented by the applicant.</i></b> Any inaccuracy in the portrayal of this information is the responsibility of the applicant. 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" (reference A4.5).</p>		
<p>For Approving Engineer: .....</p> <p style="text-align: center;"><i>(Print Name and Certificate Number)</i></p>		
<p><i>(Signature)</i></p>		<p><i>(Date)</i></p>
<p><b>Acceptance by TMC</b></p>	<p><b>TMC:</b> .....</p> <p><b>Cert No:</b> .....</p> <p><b>Signature:</b> .....</p>	<p><b>Date:</b> .....</p>

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