
In the Matter of:

The Resource Management Act
1991

and

In the Matter of:

Proposed Plan Change 10 to
the Operative Waipa District
Plan (August 2017A) and Notice
of Requirement for Hamilton
Airport Site Access Roundabout
to State Highway 21

Submission By:

**NZ National Fieldays Society
Inc.**

Statement of Evidence of

Judith Victoria Makinson BEng(Hons), MSc, CEngNZ, CEng (UK), MICE

CKL

Telephone:

+64-7-849-9921

E-Mail:

Judith.makinson@ckl.co.nz

1 May 2019

Introduction

1. My full name is Judith Victoria Makinson. I am the Transportation Engineering Manager for CKL.
2. I hold a Bachelor's degree in civil engineering and a Master's degree in transport engineering and planning from the University of Salford (UK). I am a Chartered Professional Engineer and am a Chartered Member of Engineering New Zealand. I am also a Chartered Engineer in the United Kingdom and Member of the Institution of Civil Engineers. I have over 20 years' experience working as a transport engineer in both New Zealand and the United Kingdom with Arup, WSP Group, Gifford, TDG, Stantec and CKL.
3. I confirm that I have read and am familiar with the Code of Conduct for Expert Witnesses in the current (2014) Environment Court Practice Note. I agree to comply with this Code of Conduct in giving evidence to this hearing and have done so in preparing this written brief. The evidence I am giving is within my area of expertise, except where I state I am relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed. I understand it is my duty to assist the hearing committee impartially on relevant matters within my area of expertise and that I am not an advocate for the party which has engaged me.
4. In this matter I have been asked by NZ National Fieldays Society Inc. ("NZ Fieldays") to consider the potential effects of the proposed Plan Change 10 to the Operative Waipa District Plan ((August 2017) ("the ODP") and the Notice of Requirement for a new roundabout access to Hamilton Airport from State Highway 21 ("SH21"), specifically:
 - (i) The layout of the proposed roundabout intersection and the ability for effective traffic management to be undertaken on event days as required by the existing Mystery Creek Events Zone rules; and
 - (ii) The effects of the proposed roundabout relocation on the potential extent of development that can occur at the Mystery Creek Events Centre as contemplated by the Agricultural Overlay of the Mystery Creek Events Zone. This covers approximately 32 hectares of land adjacent SH21 which is currently accessed from a vehicle crossing to SH21 140m to south of Lochiel Road.

5. I am familiar with the site and the surrounding road network, which I have visited to observe current traffic patterns and the layout of the existing road network.

Proposed Roundabout Layout

6. The Mystery Creek Event Centre operated by NZ Fieldays is zoned Mystery Creek Events Zone under the ODP. This allows events catering for up to 5,000 people to occur without the need for additional resource consent¹. I have assessed traffic generation for an event of this scale to be approximately 500 vehicles per hour ("vph") to 1,000vph for the morning arrival and evening departure peaks. This allows for a high level of car occupancy and use of buses to access the site. For events larger than this, a Traffic Management Plan ("TMP") must be prepared in consultation with the New Zealand Transport Agency, New Zealand Police and Waipa District Council. The TMP must then be submitted for approval by the relevant road controlling authority².
7. In addition, under the Zone provisions, up to 25 major event days can occur annually. NZ Fieldays is required to provide a list of these events to Waipa District Council each year by 30th September. The ODP does not provide any further definition of what constitutes a major event. From a traffic and transportation perspective, I have therefore considered a major event to be one where greater than 5,000 people are expected, with 'Fieldays' being the key event of the year.
8. The main annual event currently held at the Mystery Creek Events Centre is the 'Fieldays' festival which is open to the public for four days under intensive traffic management. Delivery of this event includes 45 days of set up prior to opening to the public, and a further 30 days of pack down at the end of it.
9. I understand from NZ Fieldays that the event attracts around 135,000 people with 18,000 cars per day being parked on site. Approximately 60% of these access the site at Tooman Lane/Gate 0. This equates to 10,800 cars a day entering and leaving Mystery Creek at this point alone. As part of the set up and pack down operations, heavy commercial vehicles ("HCVs") access site via Tooman Lane/Gate 0.

¹ Waipa Operative District Plan (August 2017), Part D Zone Provisions, Section 9 Mystery Creek Events Zone, Introduction paragraph 9.1.3

² Waipa Operative District Plan (August 2017), Part D Zone Provisions, Section 9 Mystery Creek Events Zone, Rules paragraph 9.4.2.9

10. NZ Fieldays is required to operate a TMP for the event. The 2018 TMP is included in my evidence as **Attachment 1**. This TMP shows that the traffic management is a major undertaking and starts as far away as Huntly and Te Awamutu in order to control access. More locally, at Tooman Lane/Gate 0, the Fieldays event requires two entry lanes on SH21 southbound during the morning arrival period. Two exit lanes from Tooman Lane/Gate 0 are required at the end of the day. Access to and from the site is manually controlled and police are present to oversee operations.
11. I understand that NZ Fieldays has been operating this level of traffic management for many years and that their experience is that, despite the level of planning that goes into it, minor occurrences on the day can have far reaching effects. For example, a short delay at Tooman Lane/Gate 0 can cause queues to tail back along the length of SH21 to State Highway 1. I have not undertaken any detailed analysis to test this view, but my own anecdotal experience would support this observation.
12. I also understand that NZ Fieldays has previously paid for seal widening on SH21 for a distance of some 200m in order to create sufficient space to allow for a de facto left turn lane into Tooman Lane/Gate 0. This is not needed for day to day operations or minor events, but is utilised on major event days under traffic management.
13. I have reviewed the SIDRA intersection analysis of the proposed roundabout prepared and provided by Cameron Inder of BBO. I would note that none of the scenarios considered by Mr Inder included a fourth arm for Tooman Lane/Gate 0. I do not consider that to represent a fatal flaw under day to day operations as Tooman Lane/Gate 0 is usually gated and when in use, is subject to very low traffic demands associated with the Pistol Club and Go-Kart facility. However, it does suggest that major event day conditions may not have been considered in full.
14. I have therefore undertaken my own analysis using Mr Inder's SIDRA model as a base. I have replicated the 2041 AM and PM peak hour analyses, assuming Southern Links is not in place and that the southern Titanium Park access has been approved. My analysis shows the following:
 - (i) A single lane roundabout is likely to be at level of service ("Los") A/B³ by 2041 for a minor event in the AM peak hour. In the PM peak hour, Tooman Lane/Gate 0 is likely

³ LOS A/B represents free-flowing conditions without congestion or delay

to operate at LOS F⁴. This is in keeping with expected intersection operations if the existing Tooman Lane/Gate 0 / SH21 intersection was retained.

- (ii) A single lane roundabout is at LOS E⁵ with only 900vph entering Tooman Lane/Gate 0 from SH21 North in the AM peak. In the PM peak hour, Tooman Lane/Gate 0 operates at LOS F with only 600vpd exiting site.
- (iii) With a dual lane roundabout, 1,500vph can enter Tooman Lane/Gate 0 from SH21 North in the AM peak hour. This is more in keeping with the existing operations which would allow some 1,950vph to turn left into site using the extended shoulder as a left turn lane.

15. I acknowledge that the results presented in paragraph 14(iii) do not replicate 'real world' major event days as even under existing conditions, the intersection can only accommodate around 18% of the overall expected demand at Tooman Lane/Gate 0, hence the requirement for a TMP as set out under the Mystery Creek Event Zone rules. However, what it does illustrate is that the installation of a single lane roundabout at this location would represent a significant reduction in intersection capacity under major event conditions compared to the current layout.
16. I have also reviewed how a single lane roundabout might be adapted to allow the current level of traffic management required for major events to be implemented. It is my opinion that a single lane roundabout would not allow for the level of traffic management required to support major events. In addition, I consider that a single lane roundabout under major event conditions would have a significant detrimental effect on the operation of the Hamilton Airport and Titanium Park activities as access to these would be seriously compromised through unmanageable traffic congestion.

Amended Roundabout Layout

17. A number of meetings have been held between NZ Fieldays, Hamilton Airport, and their advisors, including:
 - (i) Cameron Inder – Traffic and Transportation expert on behalf of Hamilton Airport

⁴ LOS F represents conditions where significant congestion and delay will be experienced by users. It is typically taken to represent failure of an intersection.

⁵ LOS E represents conditions where significant congestion and delay is likely to be experienced by users. It indicates that an intersection is close to failure.

(ii) Kathryn Drew – Planning expert on behalf of Hamilton Airport

18. It is acknowledged that through these meetings, the proposed roundabout design has been amended to address NZ Fieldays' concerns as follows:

- (i) Tooman Lane/Gate 0 is to be retained at no more than 12% gradient to ensure suitable access for heavy commercial vehicles and over dimension vehicles is maintained;
- (ii) The access to the Go-Kart track is retained in its existing location in order to minimise the extent of Tooman Lane/Gate 0 that is readily accessible to the public;
- (iii) The shared path around the entirety of the roundabout has been altered to reflect cycle access only, with pedestrian access along the west side of the intersection only;
- (iv) A recommendation to have a mountable or removable traffic island is provided on Tooman Lane/Gate 0 to facilitate over-dimension vehicle access required for major event set up and pack down; and
- (v) A two lane roundabout is to be provided such that the layout recognises the known and existing TMP requirements for two entry lanes in the morning and two exit lanes in the evening.

19. The above outcomes are reflected in BBO Drawing 144380/01/P/0201 Rev D.

20. I consider the above design alterations to be sufficient to support the continued and future staging of both minor and major events at the Mystery Creek Events Centre as contemplated under the Mystery Creek Events Zone as well as supporting the proposed Plan Change 10 and NOR for a roundabout on SH21.

21. However, I also consider that a 2-lane roundabout is the appropriate layout for initial construction and that a 1-lane 'interim' proposal discussed in the Section 42A Report⁶ is not an appropriate intersection layout on the basis that it:

- (i) Does not reflect the current and known traffic management requirements to support activities allowed for under the Mystery Creek Events Zone

⁶ Paragraph 4.2 and footnote, and Appendix A 'Waipa Transportation Technical Report page 2 last paragraph

- (ii) Would cause widespread congestion on the state highway network affecting both the Mystery Creek Events Zone activities as well as the Hamilton Airport and Titanium Park operations. In my opinion, the level of congestion that could reasonably be anticipated would be likely to have a detrimental effect on road safety also.

Mystery Creek Events Zone Development Effects

- 22. I understand that the originally proposed location for a new roundabout intersection providing access to Hamilton Airport was located at Lochiel Road. This intersection was also intended to provide access to the 32ha of Land to the south of Lochiel Road and east of SH21. SH21 is a limited access road and as such, moving the roundabout south to Tooman Lane/Gate 0 means that it is likely that any development on this land will now need to be accessed via Tooman Lane/Gate 0.
- 23. However, based on my assessment of intersection capacity presented in Paragraph 14 above, I consider it likely that the type and scale of development that could occur as permitted activities within the Mystery Creek Events Zone could be supported by the proposed Tooman Lane/Gate 0 / SH21 roundabout. Any such development is likely to experience disruption on major event days, however, I would expect that this outcome has already been anticipated through consideration of the permitted activities within the Zone and Agricultural Overlay.

Section 42A Report and Draft Conditions

- 24. I have read the S42A Report and proposed Draft Conditions. Subsequent discussions have been held with Ms Drew and Mr Inder and we are in broad agreement as to a revised condition set that better addresses the concerns raised by NZ Fieldays and the anticipated effects arising from Plan Change 10 and the NOR. It is intended that an agreed set of conditions will be tabled before the hearing, however the in principle agreement reached is that:
 - (i) Condition 1 is generally acceptable subject to a minor amendment on drawing numbers;
 - (ii) The detailed design condition (previously Condition 3) will refer to required design outcomes; and

- (iii) Conditions 5, 6, and 7 will all be subject to meeting the design outcomes under the detailed design condition.

Conclusions

25. I am satisfied that the traffic and transportation effects of the NOR and Proposed Plan Change 10 can be mitigated subject to the proposed amendments to the NOR conditions, as attached, and confirmation that a 2-lane roundabout will be provided at the outset, including the design principles advised in Paragraph 18 of my evidence.



Judith Makinson
CKL

1 May 2019

ATTACHMENT 1 – CURRENT TMP

RCA consent (eg CAR/WAP) and/or RCA contract reference	
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TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM

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

Organisations /TMP reference	TMP reference: TMNZ-HAM-190002	Contractor (Working space): NZ National Fieldays Society	Principal (Client): NZ National Fieldays Society		
		Contractor (TTM): Traffic Management NZ	RCA: New Zealand Transport Agency Waikato District Council Waipa District Council Hamilton City Council		
Location details and road characteristics	Road names and suburb		House no./RPs (from and to)	Road level	Permanent speed
	State Highway 21, Airport Road		Entire length	L1	100kph
	State Highway 3 – Early Advisory Signs		003-0005-B/3.525 to 003-0010-B/1.415	L2	100kph
	Mystery Creek Road		Entire Length	L1	100kph
	State Highway – Directional Signs		003-0005-B/4.240 003-0010-B/0.200	L1/L2	100kph
	State Highway 1 – Directional Signage		01N-0519-B/7.150 01N-0552-B/3.470 01N-0574-B/2.955	L2LS L2	60/70/ 100kph
	State Highway 1B – Directional Signage		01B-0000-B/13.510 01B-0015-B/1.720 01B-0015-B/4.820 01B-0015-B/9.100 01B-0015-B/13.750 01B-0030-B/2.510	L1	100kph
	State Highway 26 – Directional Signage		026-0006-B/0.980	L1	100kph
	Tauwhare Road– Directional Signage		From State Highway 26 to State Highway 21	L1	100kph
	Shakespeare Street – Directional Signage		Along the entire length	L1	50kph
	Lamb Street – Directional Signage		150m from Cambridge Road	L1	100kph
	Kaipaki Road – Directional Signage		150m from Cambridge Road to McEldownie Road	L1	100kph
	State Highway 1 – Park n Ride		200m from Te Rapa Road off ramp	L2	100kph
	Te Rapa Road – Park n Ride		100m from Hutchinson Road 100m from Church Road	L1	50kph
	Te Kowhai Road East – Park n Ride		100m from Maahanga Drive	L1	50kph
	Rowlings Place – Bus Stop Cambridge		75m from Lamb Street	L1	50kph
Lamb Street – Bus Stop Cambridge		300m either side of Milton Street	L1	70kph	
Milton Street – Bus Stop Cambridge		75m from Lamb Street	LV	50kph	

RCA consent (eg CAR/WAP) and/or RCA contract reference				
	State Highway 21 – Morning Ingress	021-0002-B/0.305 to 021-0002-B/0.4.930	L1	100kph
	Raynes Road – Morning Ingress / Afternoon Egress	225m from State Highway 21	L1	100kph
	Lochiel Road – Morning Ingress / Afternoon Egress	75m from State Highway 21	L1	100kph
	State Highway 21 – Morning Ingress / Afternoon Egress	225m from State Highway 3	L1	100kph
	State Highway 3 – Morning Ingress / Afternoon Egress	003-0005-B/3.970 to 003-0010-B/0.400	L1/L2	100kph
	Angus Road – Morning Ingress / Afternoon Egress	150m from Mystery Creek Road	LV	100kph
	Mellow Road	150m from Mystery Creek Road	L1	100kph
	State Highway 1 – Morning Ingress	01N-0561-R1/0.125 to 01N-0561-R1/0.350 01N-0561-R2/0.260 to 01N-0561-R2/0.335 01N-0561-R3/0.000 to 01N-0561-R3/0.170 01N-0561-R4/0.175 to 01N-0561-R4/0.250	L1	100kph
	Tamahere Drive – Morning Ingress	180m from State Highway 21	L1	80kph
	Wiremu Tamihana Drive – Morning Ingress	75m from State Highway 21	L1	100kph
	Cambridge Road – Morning Ingress	285m north from Kaipaki Road 300m south from Kaipaki Road	L1	100kph
	Lamb Street – Morning Ingress	225m from Cambridge Road	L1	100kph
	Silverwood Lane Street – Morning Ingress	225m from Lamb Street	LV	100kph
	Kaipaki Road Street – Morning Ingress / Afternoon Egress	150m from Cambridge Road	L1	100kph
	Lamb Street – Morning Ingress / Afternoon Egress	200m either side from Shakespeare Street	L1	50kph
	Shakespeare Street – Morning Ingress	75m either side from Lamb Street	L1	50kph
	Mellow Road – Afternoon Egress	50m from Kaipaki Road	L1	100kph
	Kaipaki Egress – Afternoon Egress	225m west from Mellow Road 150m east from Mellow Road	L1	100kph
	State Highway 1 – Event Traffic Warning	01N-0574-B/7.140 to 01N-0574-B/7.465	L2	100kph
	State Highway 1 – Kaipaki Road	150m from State Highway 1	L1	100kph
	State Highway 29 – TSL SH1/29	029-0061-B/13.050 to 029-0061-B/13.375	L1 (treated as L2)	100kph
	State Highway 1 – TSL SH1/29	01N-0591-B/1.350 to 01N- 0594-B/0.245	L1/L2 (treated as L2)	100kph
	State Highway 1 – VMS Location	01N-0525-B/1.460	L2	100kph

RCA consent (eg CAR/WAP) and/or RCA contract reference									
	State Highway 1 – VMS Location			01N-0574-B/4.740		L2	100kph		
	State Highway 1 – VMS Location			01N-0574-B/6.425		L2	100kph		
	State Highway 1 – VMS Location			01N-0574-B/7.810		L2	100kph		
	State Highway 1 – Passing Lane Closure			01N-0574-B/10.380 to 01N-0574-B/12.250		L2	100kph		
	State Highway 1 – Passing Lane Closure			01N-0574-B/15.700 01N-0574-B/17.600		L2	100kph		
Traffic details (main route)	AADT			Peak flows					
	Mystery Creek Road - 2050 (est) 01/12/2016 ?% heavy State Highway 21 - 6229 (est) 25/12/2017 10% heavy State Highway 3 - 14035 (est) 25/12/2017 5% heavy State Highway 1 - 11820 (est) 25/12/2017 13% heavy			0700-0900 and 1600-1800 Monday to Friday					
Description of work activity									
This TMP is NZ National Fieldays 2019 Event run from Wednesday 12 th June 2019 to Saturday 15 th June 2019 Exhibitors will begin setup on Monday 10 th June 2019									
Planned work programme									
Start date	10/06/2019		Time	0600	End date	16/06/2019		Time	2200

RCA consent (eg CAR/WAP) and/or RCA contract reference	
<p>Consider significant stages, for example:</p> <ul style="list-style-type: none"> • road closures • detours • no activity periods. 	<p>Early Advisory signs to be installed 10 days prior to event. Refer diagram TMNZ-HAM-190002-2</p> <p>On Mystery Creek Road a 30kph TSL with delineation to be installed on Monday the 11th and Tuesday the 12th of June 2019 around Gate 1 and 2 for the numerous truck movements from exhibitors who are setting up. The 30kph TSL will be removed overnight and reinstated the next morning.</p> <p>Directional signage and the remainder of the sites will be laid out but not active (signs faced down) on Tuesday 11th June 2019.</p> <p>Road closures during the Fielddays:</p> <ul style="list-style-type: none"> • Mystery Creek Road from Gate 2 to Gate 5 from 7:00am to 11:30am for morning ingress. Move Road Closure from Gate 5 to Gate 3 to fill Gate 3. • Mystery Creek Road westbound and at Gate 2 from 3:00pm to approximately 8:00pm for afternoon egress. • Mellow Road from Kaipaki Road to Mystery Creek Road from 3:00pm to approximately 8:00pm for afternoon egress. <p>Mystery Creek Road will have No Parking cones on both sides of the road from Mystery Creek Road at State Highway 21 to Gate 5.</p> <p>Numerous TC's and Police will be located around the critical areas of the site.</p> <p>VMS boards installed:</p> <ul style="list-style-type: none"> • State Highway 1 southbound before the Ngaruawahia Expressway roundabouts – informs motorists of the best route to take to Fielddays. • State Highway 1 northbound before the Cambridge Expressway begins – informs motorists to take the next left where they will then follow the directional signage. • State Highway 1 northbound – warns motorists of potential risk at the Hydro Road intersection due to the influx of vehicles turning out of Hydro Road. • State Highway 1 northbound – warns motorists of potential queuing. • NZTA VMS Boards will be utilised at Huntly and Golf Hill from Wednesday to Friday. <p>Huntly message to be used 12th – 15th June (inclusive) between 6am and 12pm will be:</p> <p style="text-align: center;"> FIELDAYS PARK AND RIDE AT THE BASE </p> <p>Golf Hill message to be used 12th – 15th June (inclusive) between 6am and 12pm will be:</p> <p style="text-align: center;"> FIELDAYS USE THIS EXIT </p> <p>State Highway 1 southbound off ramp at Tamahere Interchange must always have priority at the Stop Go Morning Ingress to help traffic on State Highway 1 to not back up to Hamilton.</p> <p>Advance warning and directional signage to remain in place for the duration of event. TSL's, cones and Stop Go operations to be removed/laid down daily from Wednesday to Saturday.</p> <p>Northbound traffic and southbound right turning traffic on State Highway 21 will be held when buses exit Raynes Road into the right hand slip lane on State Highway 21 during morning ingress and afternoon egress.</p>

RCA consent (eg CAR/WAP) and/or RCA contract reference					
	<p>The Bus drivers will be briefed on preferred Bus Route and procedure when entering State Highway 21 from Raynes Road.</p> <p>A truck stacking lane will be installed on Mystery Creek Road between Gate 1 and Gate 2 on Saturday from 1pm for exhibitor transport to wait for the Fieldays to finish. They may enter Fieldays to disassemble exhibitions when Fieldays is finished.</p> <p>Park and Ride facilities are at The Base Te Rapa. Park and ride signs are installed to direct vehicles from State Highway 1 to The Base Te Rapa. Refer to diagrams TMNZ-HAM-190002-6a, b ,c.</p>				
Alternative dates if activity delayed	NIL				
Road aspects affected <i>(delete either Yes or No to show which aspects are affected)</i>					
Pedestrians affected?	No	Property access affected?	Yes	Traffic lanes affected?	Yes
Cyclists affected?	No	Restricted parking affected?	No	Delays or queuing likely?	Yes
Proposed traffic management methods					

RCA consent (eg CAR/WAP) and/or RCA contract reference	
Installation <i>(includes parking of plant and materials storage)</i>	<p>Once on site, the TMP will be implemented as follows;</p> <ul style="list-style-type: none"> • A traffic count to confirm traffic volumes are at an appropriate level for set up to begin • Identify public safety and site safety hazards and how they will be addressed and place on the hazard document for 'toolbox' briefing • STMS to check the TMP is appropriate to the event sites. Where the TMP is not suitable, halt proceedings until the necessary actions have been taken • All vehicles are to have correct signage and flashing beacons. They also need to have continuous and appropriate communication with the STMS and each other on an agreed channel at all times <p>Layout Procedure</p> <p>Signs are to be installed on the left hand side of the road, then the right hand side of the road as required. Signs should be erected by travelling around the road network in a clockwise direction setting up each side road as they are passed. All turns in and out of side roads will be to the left which is easier and safer:</p> <p>The first sign erected must be the advance warning sign.</p> <p>The remaining signs are placed in order from the advance warning sign until the thank you sign is reached as per the approved TMP.</p> <p>The vehicle then makes a loop on a single direction carriageway or simply turns around on a bidirectional carriageway to make the next run. This process will continue until the sign network is complete.</p> <p>Tapers and delineation devices must only be placed once all signs have been installed.</p> <p>Before any of the public, equipment or materials are brought into the event site the individual STMS must do a drive through check of their site which will be made in all directions including all side roads. This check must confirm that the site is:</p> <ul style="list-style-type: none"> – safe – to the minimum standard shown in the approved TMP and that: <ul style="list-style-type: none"> • the restriction to traffic flow is reasonable • the signs and delineation devices give clear messages to road users, and • the signs and delineation devices are securely erected and will remain in their correct position under the expected traffic volumes and weather conditions. <p>Installation of the site will be done under a mobile closure with appropriate work vehicles and crew.</p> <p>On completion of the site set up, the STMS shall undertake a drive-over inspection to check that the site is safe, legal and complies with the TMP. The STMS then may give the okay for the event crew to enter the event site and carry out the event.</p>
Attended (day)	<p>The site will be attended during the day by a minimum of a Level 2/3P STMS.</p> <p>Due to large scale of the event and the number of individual TTM sites across the Waikato, each of the sites will be attended and monitored by separate STMS's. Level 1 for Low Volume/Level 1 Roads and Level 2/3P for L2 roads.</p> <p>All staff on the site shall be briefed on the traffic management requirements before starting the event on site.</p> <p>At each site, a site safety / tailgate meeting is to be held at the start of each day and all hazards, the control measure implemented to control the hazards are to be noted on the Hazard ID form. The Hazard ID form must be signed by all staff and sub-contractors within the sites.</p>
Attended (night)	<p>No night works planned</p>
Unattended (day)	<p>Daytime sites not left unattended</p>
Unattended (night)	<p>Advance warning and directional signage to remain in place for the duration of event. TSL's, cones and Stop Go operations to be removed/laid down daily from Wednesday to Saturday.</p>
Detour route	<p>Detours with alternative routes in place for southbound and northbound State Highway 1 traffic (and traffic caught on the way through). See TMNZ-HAM-190002-4b, TMNZ-HAM-190002-4c, TMNZ-HAM-190002-5a and TMNZ-HAM-190002-5b.</p>

RCA consent (eg CAR/WAP) and/or RCA contract reference				
	Does detour route go into another RCA's roading network? Yes If Yes, has confirmation of acceptance been requested from that RCA? Yes Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.			
Removal	Breakdown Procedure Removal of the site will commence as soon as the client has finished with their event. The removal of TTM measures must be in the reverse order of installation, i.e. delineation devices, direction and protection signs, thank you signs, and then finally advanced warning signs. The last signs to be removed from the site must be the advanced warning signs. The STMS will carry out the final check and sign off before leaving the site. Removal shall be done with appropriate work vehicles and crew.			
Proposed TSLs (see TSL decision matrix for guidance)				
	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 6 of Land Transport Rule: Setting of Speed Limits 2017, Rule 54001/2017 (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 30km/h is hereby fixed for motor vehicles travelling over the length of 765m situated between 85 (House no.) and 150 (House no.) on Mystery Creek Road	7:00am to 8:00pm	10/06/2019 to 11/06/2019	TMNZ-HAM-190002-3
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 140m situated 65m from Milton Street (House no./RP) and 65m from Rowlings Place on Lamb Street	6:00am to 11:30am Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-6d
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 25m situated 25m from Lamb Street on Rowlings Place	6:00am to 11:30am Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-6d
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 25m situated 25m from Lamb Street on Milton Street	6:00am to 11:30am Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-6d
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated 75m from State Highway 21 on Raynes Road	6:00am to 11:30am Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-7b TMNZ-HAM-190002-8b
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 150m situated 021-0002-B/1.165 (RP) and 021-0002-B/1.320 (RP) on State Highway 21	6:00am to 11:30am Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-7b TMNZ-HAM-190002-8b
	A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 2230m situated between 021-0002-B/2.120 (RP) and 021-0002-B/4.275 (RP) on State Highway 21 (street or road name)	6:00am to 11:30am Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-7c TMNZ-HAM-190002-7g TMNZ-HAM-190002-8c TMNZ-HAM-190002-8g
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated between 021-0002-B/4.855 (RP) and 021-0002-B/4.930 (RP) on State Highway 21	6:00am to 11:30am 3:00pm to 8:00pm Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-7h TMNZ-HAM-190002-8h
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 485m situated between 003-0005-B/4.170 (RP) and 003-0010-B/0.200 (RP) on State Highway 3 (street or road name)	6:00am to 11:30am 3:00pm to 8:00pm Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-7h TMNZ-HAM-190002-8h

RCA consent (eg CAR/WAP) and/or RCA contract reference	
A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 525m situated 525m from State Highway 21 on Mystery Creek Road	6:00am to 8:00pm Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7i TMNZ-HAM-190002-8i
A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 1590m situated between 525m from State Highway 21 and 75m east of Gate 3 on Mystery Creek Road	6:00am to 8:00pm Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7i TMNZ-HAM-190002-7m
A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 1185m situated between Gate 5 and 75m east of Mellow Road on Mystery Creek Road	6:00am to 8:00pm Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7n TMNZ-HAM-190002-7p
A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 75m situated 75m from Mystery Creek Road on Angus Road	6:00am to 8:00pm Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7o TMNZ-HAM-190002-8o
A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 75m situated 75m from Mystery Creek Road on Mellow Road	6:00am to 8:00pm Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7p TMNZ-HAM-190002-8p
A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated between 01N-0561-R1/0.275 (House no./RP) and 01N-0561-R1/0.350 (House no./RP) on State Highway 1 (street or road name)	6:00am to 11:30am Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7q
A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated between 01N-0561-R2/0.260 (House no./RP) and 01N-0561-R2/0.335 (House no./RP) on State Highway 1 (street or road name)	6:00am to 11:30am Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7q
A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 45m situated between 01N-0561-R3/0.145 and 01N-0561-R3/0.190 on State Highway 1	6:00am to 11:30am Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7q
A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 60m situated 60m from State Highway 1 on Tauwhare Road	6:00am to 11:30am Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7q
A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 310m situated between 021-0000-B/0.000 and 021-0000-B/0.310 on State Highway 21	6:00am to 11:30am Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7q
A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 285m situated 135m north of Kaipaki Road (House no./RP) and 150m South of Kaipaki Road (House no./RP) on Cambridge Road (street or road name)	6:00am to 11:30am Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7r
A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated 75m from Cambridge Road on Kaipaki Road	6:00am to 11:30am Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7r
A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated 75m from Cambridge Road on Lamb Street	6:00am to 11:30am Daily 12/06/2019 to 15/06/2019 TMNZ-HAM-190002-7r

RCA consent (eg CAR/WAP) and/or RCA contract reference				
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated 75m from Lamb Street on Silverwood Lane	6:00am to 11:30am Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-7r
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 100m situated 50m west of Shakespeare Street and 35m east of Shakespeare Street on Lamb Street	6:00am to 11:30am Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-7s
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated 25m either side of Lamb Street on Shakespeare Street	6:00am to 11:30am Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-7s
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 1590m situated between 525m from State Highway 21 and 75m east of Gate 3 on Mystery Creek Road	6:00am to 8:00pm Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-8i TMNZ-HAM-190002-8m
	A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 1610m situated between 75m east of Gate 3 and 75m east of Mellow Road on Mystery Creek Road	6:00am to 8:00pm Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-8m
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated 75m from Kaipaki Road on Mellow Road	3:00pm to 8:00pm	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-8q
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 170m situated 75m east and west of Mellow Road on Kaipaki Road	3:00pm to 8:00pm	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-8q
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 175m situated between 003-0010-B/2.930 (House no./RP) and 003-0010-B/2.755 (House no./RP) on State Highway 3 (street or road name)	3:00pm to 8:00pm	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-8r
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated 75m from State Highway 3 on Kaipaki Road	3:00pm to 8:00pm	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-8r
	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 75m situated 75m from State Highway 3 on Douch Road	3:00pm to 8:00pm	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-8r
	A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 225m situated between 029-0061-B/13.150 (RP) and 029-0061-B/13.375 (RP) on State Highway 29	6:00am to 8:00pm Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-8r
	A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 290m situated between 01N-0591-B/1.450 (RP) and 01N-0594-B/0.145 (RP) on State Highway 1	6:00am to 8:00pm Daily	12/06/2019 to 15/06/2019	TMNZ-HAM-190002-8r
Unattended day/night	No unattended TSL's. TSL's are to be removed at the end of each day	N/A	N/A	N/A
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				

RCA consent (eg CAR/WAP) and/or RCA contract reference	
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Once the site has been installed additional measures available to the STMS if required are;

- Narrowing lane widths by the use of Side Friction cones
- Close spacing of delineation devices
- Placing cones from the TSL to the taper
- Cone offset delineation (where cones are placed either side of a lane(s), the cones on one side are placed longitudinally offset from the other by a half cone spacing).

Contingency plans

Generic contingencies for: <ul style="list-style-type: none"> • major incidents • incidents • pre planned detours. <i>Remove any options which do not apply to your job</i>	Major Incident A major incident is described as: <ul style="list-style-type: none"> • Fatality or notifiable injury - real or potential • Significant property damage, or • Emergency services (police, fire, etc) require access or control of the site. 	Actions The STMS must immediately conduct the following: <ul style="list-style-type: none"> • stop all activity and traffic movement • secure the site to prevent (further) injury or damage • contact the appropriate emergency authorities • render first aid if competent and able to do so • notify the RCA representative and / or the engineer • under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so • re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so • Comply with any obligation to notify WorkSafe.
	Incident An incident is described as: <ul style="list-style-type: none"> • excessive delays - real or potential • minor or non-inquiry accident that has the potential to affect traffic flow • structural failure of the road. 	Actions The STMS must immediately conduct the following: <ul style="list-style-type: none"> • stop all activity and traffic movement if required • secure the site to prevent the prospect of injury or further damage • notify the RCA representative and / or the engineer • STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so • re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced.

RCA consent (eg CAR/WAP) and/or RCA contract reference	
	<div><div><div>Detour</div><div>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:</div><div><ul style="list-style-type: none">excessive delays when using an alternating flow design for TTMredirecting one direction of flow and / ortotal road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared.</div><div>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.</div><div>The detour and route must be designed including:</div><div><ul style="list-style-type: none">pre- approval form the RCA's whose roads will be used or affected by the detour routeensure that TTM equipment for the detour - signs etc are on site and pre-installed.</div></div><div><div>Actions</div><div>When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:</div><div><ul style="list-style-type: none">Notify the RCA and / or the engineer when the detour is to be establishedDrive through the detour in both directions to check that it is stable and safeRemove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced and tailbacks have clearedNotify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.</div></div></div>
	<div><div>Note also the requirements for no interference at an accident scene:</div><div>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:</div><div><ul style="list-style-type: none">save a life of, prevent harm to or relieve the suffering of any person, ormake the site safe or to minimise the risk of a further accident; ormaintain the access of the general public to an essential service or utility, orprevent serious damage to or serious loss of property, orfollow the direction of a constable acting in his or her duties or act with the permission of an inspector.</div></div>
<div><div>Other contingencies to be identified by the applicant</div><div>(i.e. steel plates to quickly cover excavations)</div></div>	<div><div><div>Weather</div><div>The STMS will suspend or re-evaluate the methodology of the works if weather conditions e.g., rain, fog etc., will adversely affect safety, i.e., If CSD (3 x PSL) is not achieved during site set-up, or sign visibility not achieved after site set up. Work can recommence only after the all clear has been given by the STMS.</div></div></div>
	<div><div><div>Light</div><div>STMS to evaluate whether light conditions are good enough for daylight operations. If not, an artificial light source may be needed or work be suspended until light conditions are suitable.</div></div></div>
	<div><div><div>Work running late</div><div>Where the work may run over permitted hours, the STMS will:<div><ul style="list-style-type: none">Contact TMC on page 15</div></div></div></div>
	<div><div><div>Passage of emergency vehicles</div><div>The STMS will suspend or re-evaluate the methodology of the works to allow passage of emergency service vehicles.</div></div></div>
	<div><div><div>Working space extends beyond the original intention</div><div>Due to unforeseen changes in the work site the site may be lengthened to include additional safety areas (i.e. Public vehicles parked within work site, or service plans inaccurate, or other such environment constraints).</div></div></div>

RCA consent (eg CAR/WAP) and/or RCA contract reference				
Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?	N/A
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	No	Has approval been granted?	N/A
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	No	Has approval been granted?	N/A
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	No	Has approval been granted?	N/A
Authorisation to use portable traffic signals	Make, model and description/number	Not required		
	NZTA compliant?	N/A		
EED				
Is an EED applicable?	No	EED attached?	N/A	
Delay calculations/trial plan to determine potential extent of delays				
Delays expected due to the scale of the event. STMS's to be in radio contact with each other to update on traffic flows. The STMS's are to inform the TMC's and each other and take appropriate action to keep traffic flowing (e.g. changing priority traffic at Stop Go operations, moving the road closures at the right time for ingress/egress).				
Public notification plan				
As per advisory signs and VMS boards				
Public notification plan attached?	Yes			


RCA consent (eg CAR/WAP) and/or RCA contract reference	
On-site monitoring plan	
Attended <i>(day and/or night)</i>	<p>The first inspection must take place as soon as the equipment has been installed as per the approved TMP. This verifies that all devices are correctly in place, no item has been omitted, all equipment meets its condition requirements and no conflicting messages exist between permanent signs, temporary signs or other devices.</p> <p>Monitoring the Site:</p> <p>Constant monitoring of each event site and a minimum of 2-hourly site checks must be carried out to ensure the site is:</p> <ul style="list-style-type: none"> • fit for purpose • suitable for the nature and duration of the event • installed, set up and used correctly. <p>The STMS must ensure that:</p> <ul style="list-style-type: none"> • all traffic management devices function properly for the full duration of their installation • the visibility and effectiveness of all devices and signs is maintained • damaged equipment is repaired or replaced, as appropriate, and • suitable equipment is available at short notice in case of un-programmed removal, alteration or installation of a closure is necessary. <p>Level 1 on Level 1 Roads - The STMS (if not remaining on site) is to be within 30min travel time of the attended site at all times, the site will be delegated to a qualified TC.</p> <p>Level 2 on Level 2 Roads - The STMS is to remain on site at all times except during a drive through when the STMS may need to leave the site to gain access to the front of the site. In this case the STMS may be away from the worksite for up to 30 minutes.</p>
Unattended <i>(day and/or night)</i>	<p>Advance warning and directional signage to remain in place for the duration of event. TSL's, cones and Stop Go operations to be removed/laid down daily from Wednesday to Saturday.</p>
Method for recording daily site TTM activity (eg CoPTTM on-site record)	
STMS to complete on-site record forms attached to TMP.	
Site safety measures	
<p>Personal Safety</p> <p>Hard Hats, High Visibility Clothing, Long Sleeves, Long Pants, Safety Footwear, Safety Glasses and Cut Resistant Gloves at CoPTTM standards and New Zealand Transport Agency requirements. Minimum requirements for working on State Highways is outlined at the end of this document</p> <p>All vehicles to have flashing lights and hazard lights.</p> <p>STMS to wear a yellow high visibility vest compliant with CoPTTM specifications.</p> <p>All other TMNZ personnel to wear orange/blue reflective overalls.</p> <p>Visitors to site are to report to the STMS who will advise of site specific safety procedures and any hazards.</p> <p>Plant and equipment</p> <p>Plant and equipment is to be positioned off the live lanes as far as possible within the work area.</p> <p>Hazard light and flashing beacons to be used on all vehicles within the work area.</p> <p>All non-plant vehicles to be park off site.</p>	
Other information	
<p>All TMP changes are to be recorded and the TMC informed immediately of any significant modifications (e.g. change of detour) to TTM measures not included in the approved TMP. All other changes are to be noted on the TMP and TMC to be advised as soon as possible or no later than the following working day.</p>	

RCA consent (eg CAR/WAP) and/or RCA contract reference	
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Site specific layout diagrams	
Number	Title
TMNZ-HAM-190002-1	Parking
TMNZ-HAM-190002-2	Early Advisory Signs
TMNZ-HAM-190002-3	Speed Restriction for Exhibitors Setup
TMNZ-HAM-190002-4a	Southbound Direction
TMNZ-HAM-190002-4b	Directional Signs
TMNZ-HAM-190002-4c	Directional Signs
TMNZ-HAM-190002-5a	Morning Ingress
TMNZ-HAM-190002-5b	Morning Ingress
TMNZ-HAM-190002-6	Bus Route
TMNZ-HAM-190002-6a	Advance Warning Park and Ride
TMNZ-HAM-190002-6b	Advance Warning Park and Ride
TMNZ-HAM-190002-6c	Advance Warning Park and Ride
TMNZ-HAM-190002-6d	Bus Stop Cambridge
TMNZ-HAM-190002-6e	TBC
TMNZ-HAM-190002-7	Morning Ingress
TMNZ-HAM-190002-7a	Morning Ingress
TMNZ-HAM-190002-7b	Morning Ingress
TMNZ-HAM-190002-7c	Morning Ingress
TMNZ-HAM-190002-7d	Morning Ingress
TMNZ-HAM-190002-7e	Morning Ingress
TMNZ-HAM-190002-7f	Morning Ingress
TMNZ-HAM-190002-7g	Morning Ingress
TMNZ-HAM-190002-7h	Morning Ingress
TMNZ-HAM-190002-7i	Morning Ingress
TMNZ-HAM-190002-7j	Morning Ingress
TMNZ-HAM-190002-7k	Morning Ingress
TMNZ-HAM-190002-7l	Morning Ingress
TMNZ-HAM-190002-7m	Morning Ingress
TMNZ-HAM-190002-7n	Morning Ingress
TMNZ-HAM-190002-7o	Morning Ingress
TMNZ-HAM-190002-7p	Morning Ingress
TMNZ-HAM-190002-7q	Morning Ingress
TMNZ-HAM-190002-7r	Morning Ingress
TMNZ-HAM-190002-7s	Morning Ingress
TMNZ-HAM-190002-8	Morning Ingress
TMNZ-HAM-190002-8a	Afternoon Egress
TMNZ-HAM-190002-8b	Afternoon Egress
TMNZ-HAM-190002-8c	Afternoon Egress
TMNZ-HAM-190002-8d	Afternoon Egress
TMNZ-HAM-190002-8e	Afternoon Egress
TMNZ-HAM-190002-8f	Afternoon Egress
TMNZ-HAM-190002-8g	Afternoon Egress
TMNZ-HAM-190002-8h	Afternoon Egress

RCA consent (eg CAR/WAP) and/or RCA contract reference					
TMNZ-HAM-190002-8i	Afternoon Egress				
TMNZ-HAM-190002-8j	Afternoon Egress				
TMNZ-HAM-190002-8k	Afternoon Egress				
TMNZ-HAM-190002-8l	Afternoon Egress				
TMNZ-HAM-190002-8m	Afternoon Egress				
TMNZ-HAM-190002-8n	Afternoon Egress				
TMNZ-HAM-190002-8o	Afternoon Egress				
TMNZ-HAM-190002-8p	Afternoon Egress				
TMNZ-HAM-190002-8q	Afternoon Egress				
TMNZ-HAM-190002-8r	Afternoon Egress				
TMNZ-HAM-190002-9	Afternoon Egress - Truck Stacking				
TMNZ-HAM-190002-10	Event Traffic Warning				
TMNZ-HAM-190002-11	TSL State Highway 1/29 Intersection				
TMNZ-HAM-190002-12a	VMS Location				
TMNZ-HAM-190002-12b	VMS Location				
TMNZ-HAM-190002-12c	VMS Location				
TMNZ-HAM-190002-12d	VMS Location				
TMNZ-HAM-190002-13	Advance Warning				
TMNZ-HAM-190002-14	Passing Lane Closure				
TMNZ-HAM-190002-15	Passing Lane Closure				
TMNZ-HAM-190002-16	LV/L1 Mobile Operation				
TMNZ-HAM-190002-17	LV/L1 Centre Cones Mobile Operation				
TMNZ-HAM-190002-18	L2LS Mobile Operation				
TMNZ-HAM-190002-19	L2 Mobile Operation				
TMNZ-HAM-190002-20	L2 Mobile Operation Double Lane				
TMNZ-HAM-190002-21	L1 Inspection - Cone Pickup				
Contact details					
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal	NZ National Fieldays Society – Richard Ferdinands	027 289 5241			
TMC	GHD – Trish Anderson	027 645 4855	53064	STMS 2/3NP	09/02/2020
	Broadspectrum – Holly Laverick	027 204 5187	97733	STMS 2/3NP	04/04/2020
	Waikato District Alliance - Jarrad Hood	027 548 4812	55655	STMS 2/3NP	29/11/2020
	Hamilton City Council – Julia Jackson	027 839 7236	28714	STMS 2/3NP	31/05/2020
	Waipa District Council - Eddie Shadrock	027 575 3365	8287	STMS 2/3NP	11/12/2018
Engineers' representative	N/A				
Contractor	NZ National Fieldays Society – Richard Ferdinands	027 289 5241			
TTM Contractor	Traffic Management NZ – Basil Morgan	07 849 5800			
	James Anderson	027 520 9869	44520	STMS 2/3P	06/06/2021
	James McClure	027 844 2550	53157	STMS 2/3P	04/04/2020
	Mitchell Clarke	027 722 2095	76067	STMS 2/3P	24/05/2020
	Natasha Huriwaka	021 966 892	77812	STMS 2/3P	06/06/2021
	Richard Moons	022 458 7714	54584	STMS 2/3P	28/03/2021
	Sean Campbell	027 438 2005	37741	STMS 2/3P	06/04/2020
	Sheri Pitman	027 217 5611	51810	STMS 2/3P	06/04/2020

RCA consent (eg CAR/WAP) and/or RCA contract reference					
	Vinesh Sami	027 491 9437	39246	STMS 2/3P	09/04/2020
	Ted Pearce	0275885876	06682	STMS 2/3NP	18/03/2019
	Aaron Saunders	027 558 8202	75390	STMS 2/3NP	11/03/2019
	Antonia Gatava (Toni)	021 929 087	73989	STMS 2/3NP	08/12/2020
	Bryce Parkes	0211 721 716	23013	STMS 2/3NP	26/05/2020
	David Johnston	021 330 803	98760	STMS 2/3NP	24/05/2020
	Ganesh Ramar	022 397 9335	80044	STMS 2/3NP	24/05/2020
	Graham Andrews	027 702 1010	15562	STMS 2/3NP	13/08/2020
	Paul Whitaker	022 476 1538	99405	STMS 2/3NP	30/05/2021
	Robert Brock	027 446 0265	48255	STMS 2/3NP	11/03/2019
	Shalvindra Prasad	021 023 56922	94278	STMS 2/3NP	06/07/2020
	Stephen Morgan	027 309 1754	90504	STMS 2/3NP	30/05/2021
	Terry Bright	021 970 319	62149	STMS 2/3NP	29/11/2020
	Tony Henry	027 491 9511	32564	STMS 2/3NP	02/08/2020
	Ashleigh Griffiths	2108237309	101802	STMS Level 1	28/09/2020
	Ashlynn Cook	022 382 7436	97582	STMS Level 1	26/10/2020
	Basil Morgan	021 355 578	78040	STMS Level 1	01/09/2021
	Bubs Heremaia	021 928 096	102081	STMS Level 1	10/05/2020
	Chloe Attwood	022 065 8836	101893	STMS Level 1	28/09/2020
	Creag little	021 859 933	68538	STMS Level 1	06/05/2020
	Dion Raurimu	022 151 0984	74280	STMS Level 1	17/03/2020
	Hemmant Prakash	022 368 6263	84513	STMS Level 1	26/10/2020
	Janice Barlow	027 471 7330	78353	STMS Level 1	06/07/2020
	Kane Prenter	027 389 8437	54377	STMS Level 1	12/04/2020
	Nuku Remuera	027 307 9856	94282	STMS Level 1	20/10/2019
	Pera Pihema	021 131 8570	70302	STMS Level 1	31/10/2021
	Sunita Lake-Brown	021 027 42675	97586	STMS Level 1	26/10/2020
	Titan Porima	021 074 7149	32810	STMS Level 1	13/03/2019
	Zhadon Cook	021 024 04901	95010	STMS Level 1	26/10/2020
	John Edwards	022 264 7770	70168	STMS Level 1	28/09/2020
	Roshan Govindan	021 086 45598	103992	STMS Level 1	01/09/2021
	Whai Vakapora	020 416 75988	97581	STMS Level 1	28/09/2020
TC					
Others as required					

RCA consent (eg CAR/WAP) and/or RCA contract reference						
TMP preparation						
Preparation	Sabina Dillon	14/01/2019		99097	STMS 2/3NP	04/04/2020
	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
This TMP meets CoPTTM requirements				Number of diagrams attached		69
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						
Approved by TMC/engineer (delete one)						
	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"> 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	TMC to be notified of works by way of email confirmation or emailing notification via the Daily Activity Report Spreadsheet 48hrs prior to the commencement of the planned work.		Notification completed	Date <input type="text"/> Time <input type="text"/>		

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

Working space		
Person responsible for working space		
	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				

TMP or generic plan reference	
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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?							
<i>Add others as required</i>							
Time inspection completed:							
Signature:							
Comments:							
Time	Adjustment made and reason for change						