





Planning | Surveying | Engineering | Environmental

## Travel Management Plan

Wattyl NZ

16A Wickham Street, Hamilton

**DOCUMENT CONTROL**

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## **1 Introduction**

- 1.1.1 This Travel Management Plan (TMP) relates to Watty! NZ's facility at 16A Wickham Street in Hamilton which was granted resource consent by Waipa District Council (WDC) on ##/##/## (Consent number ###). A condition of that consent states that a TMP is to be prepared in consultation with Hamilton City Council (HCC) and Waka Kotahi NZ Transport Agency (WK) as the road controlling authorities (RCA), to manage the traffic associated with the site.
- 1.1.2 This document has been prepared to comply with the above consent condition. It considers the movements by Watty! NZ's heavy vehicles and staff and commercial visitors. Consideration has also been given as to when any vehicle restrictions should apply, how information will be conveyed and when the TMP should be reviewed.

## **2 Purpose**

- 2.1.1 The purpose of this TMP is to promote safe and appropriate road access, avoiding the known issues of turning right at the State Highway 1C (SH1C) / Kahikatea Drive intersection and use of the Duke Street / SH1C intersection through using Watty! NZ's operational process to keep staff, commercial visitors and commercial drivers informed of appropriate route choice to support their own Health and Safety and that of other road users.
- 2.1.2 This TMP remains in force until such time that either the Duke Street or Kahikatea Drive intersections with SH1C are improved such that right turns can be safely undertaken or are physically prohibited.

## **3 Vehicle Restrictions**

- 3.1.1 No right turns into or out of Kahikatea Drive will be permitted at any time for any Watty! NZ vehicles, including staff vehicles (private and work related), commercial visitors and Heavy Commercial Vehicles (HCVs).
- 3.1.2 Vehicles that are not able to turn right at the intersection due to the above restrictions are to use Higgins Road and Killarney Road to access SH1C. The signalised intersection at the SH1C / Killarney Road intersection will enable right turns to be made to and from SH1C in a safe manner. Similarly, right turns are not to be undertaken at the Duke Street / SH1C intersection until such time that appropriate safety upgrades have been delivered by the RCA. Figure 1 below illustrates the route restrictions that apply to all Watty! NZ.

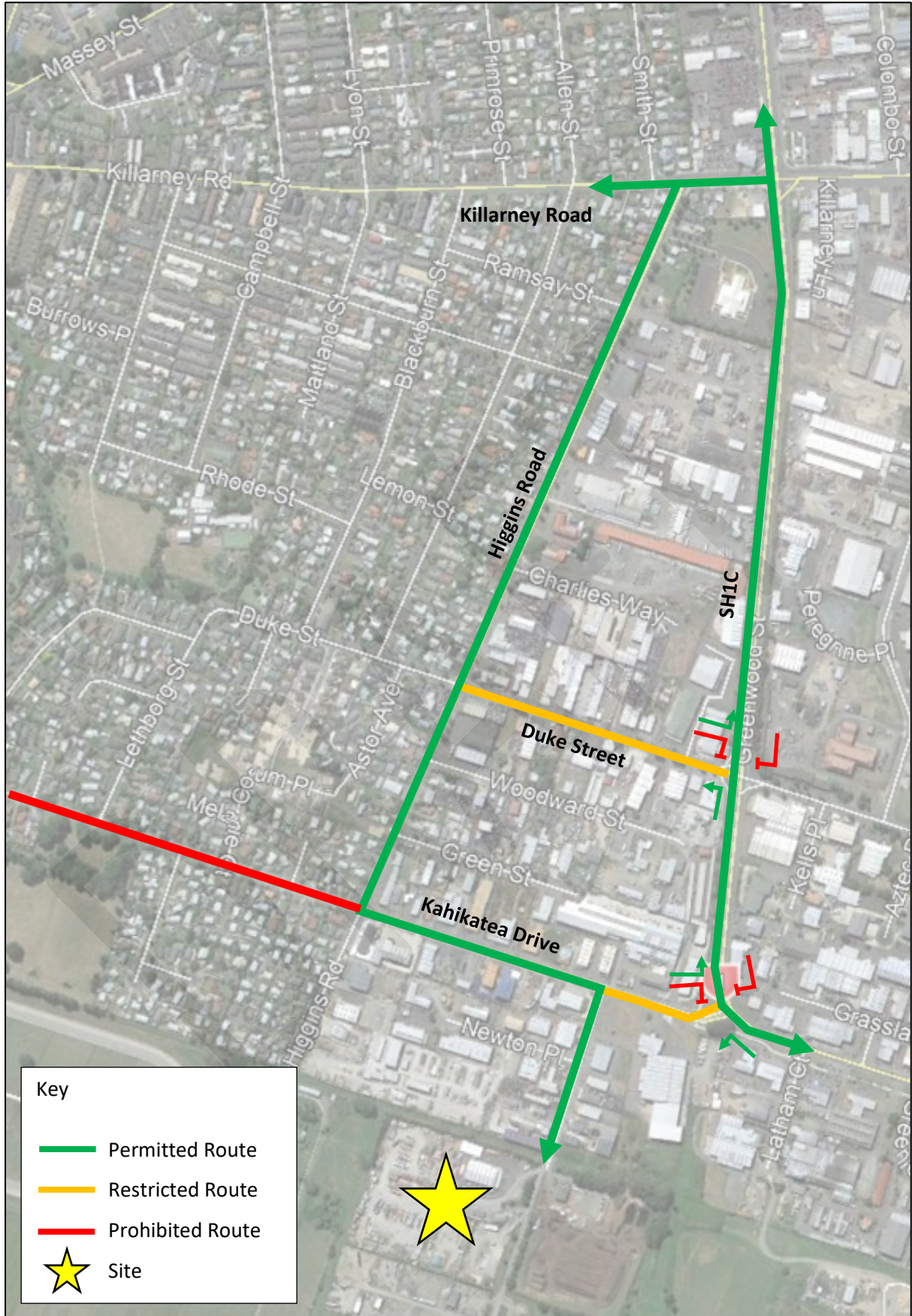


Figure 1: Traffic Restrictions - SH1C Intersection

3.1.3 Kahikatea Drive to the west of Higgins Road runs through a residential area. No HCVs will be permitted to use this at any time. Light vehicles will be able to use this route if desired and will not be restricted.

3.1.4 The Higgins Road / Killarney Road corridors will be used as the route by vehicles that are not permitted to use Kahikatea Drive to the west. This is illustrated in Figure 2.

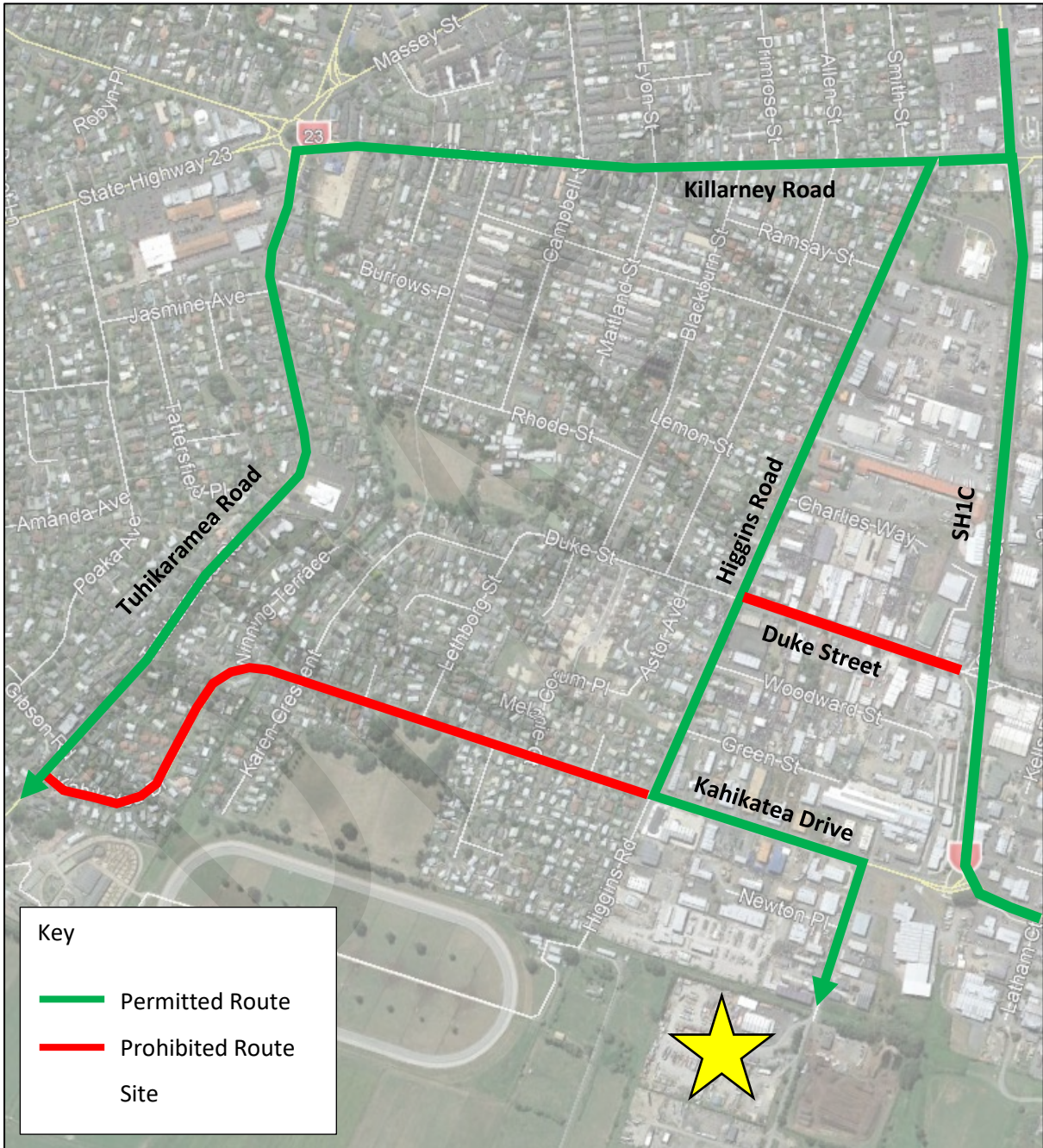


Figure 2: Heavy Vehicle Traffic Restrictions – Kahikatea Drive Extension

## 4 Briefings

4.1.1 This TMP is to form part of the Watty NZ Health and Safety Plan.

4.1.2 As part of Watty NZ Health and Safety processes, drivers and staff will be informed and regularly reminded of the requirements and route restrictions outlined in this TMP.

4.1.3 This will include providing information about travel route restrictions as part of:

- staff and contractor induction activities,
- staff training,
- staff meetings; and
- routine HSE programmes such as toolbox talks.

4.1.4 Staff are to be informed of the TMP requirements at least weekly for the first month of site operation and at least monthly thereafter.

4.1.5 Information to be provided includes:

- a map of the permitted and restricted routes (as shown in Figure 1 and Figure 2) to be kept in company and commercial vehicles that also details the enforcement measures that will be undertaken for non-compliance.
- on-site signage showing the permitted, and safe routes for travel,
- physical and electronic noticeboards,
- company website and intranet pages, and
- appointment / meeting booking systems.

## 5 Complaints Process

5.1.1 Any complaints received by Watty NZ from members of the public, HCC, WDC or WK in relation to Watty NZ driver behaviour will be investigated within 24 hours and appropriate action taken in accordance with Watty NZ Health and Safety policies and disciplinary processes.

5.1.2 All complainants will receive a response from Watty NZ confirming that the matter has been addressed. WDC, HCC and WK will also be kept informed of all complaints raised in relation

to this TMP. There will be a named contact person and information on the Watty NZ website on how to register a complaint. This person will be XXXXX. Their contact details are as follows:

- Name
- email
- Phone

## 6 Compliance Monitoring and Review

6.1.1 Random spot checks of use of the Kahikatea Drive / SH1C and Duke Street / SH1C intersections will be undertaken by an independent and suitably qualified transportation engineer appointed by Watty NZ as follows, without any prior warning being given to staff and truck drivers:

- At least twice during the first month of the site becoming operational;
- Monthly thereafter until compliance with the TMP has been confirmed;
- Once compliance with the TMP has been demonstrated, spot checks will be continued on an approximately 6-monthly basis unless complaints have been received, until such time that the SH1C / Kahikatea Drive and /or Duke Street SH1C intersection is upgraded.
- Upon receipt of any complaint, a spot check will be undertaken within one month of the complaint being received and will be continued on a monthly basis until compliance has been re-established.

6.1.2 The spot check will be undertaken either during the AM or PM peak hour and will involve a number plate survey of right turning vehicles at the intersections in question together with a number plate survey of vehicles entering site. The date and time of the spot check is to be provided to WDC, HCC, and WK and is to be agreed with those parties in advance of the spot check being undertaken.

6.1.3 Non-complying staff drivers will be identified through the daily Health and Safety briefings. Watty NZ will provide in their employment contracts a requirement to comply with the Health and Safety Plan, including the TMP, and disciplinary processes will occur in accordance with those agreements.



- 6.1.4 Any commercial drivers who access the site who are not employed directly by Watty NZ will be required to acknowledge that they understand and will comply with the route restrictions in the TMP. Drivers who fail to comply will be dealt with as follows:
- First non-compliance by a driver – reminder of the TMP requirements;
  - Second non-compliance by a driver – written complaint to employer regarding non-compliance; and
  - Third non-compliance by a driver – banned from site.
- 6.1.5 A copy of the Watty NZ Health and Safety Policy is to be provided as part of the TMP and this TMP will form part of the Watty NZ Health and Safety Plan.
- 6.1.6 The results from the spot checks will be provided to WDC, HCC, and WK within one month of them being completed. This will include the number of vehicles accessing site on the day of the spot check and how many were observed to turn right at Duke Street or Kahikatea Drive. Any repeat offenders will also be identified. Compliance reporting will also include a log of any complaints received by Watty NZ and how they have been addressed.
- 6.1.7 Following submission of the spot check report, Watty NZ will consult with WDC, HCC and WK and Waipa DC to discuss the findings.
- 6.1.8 This TMP will remain in force until such time there is a fundamental change to the on-site activities or the nearby road network (such as an upgrade to the Kahikatea Drive / SH1C intersection). At that time, the TMP shall be reviewed, and discontinued if appropriate through consultation with WK, Waipa DC and HCC. Any or all of this TMP may also be discontinued if all parties agree that it is no longer warranted.

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