WAKA KOTAHI NZ TRANSPORT AGENCY	RCA consent (eg CAR/WAP) and/or RCA contract reference	

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:** FHPNAC-004	**Contractor (Working space):** Fulton Hogan	**Principal** *(Client)*: WHANGANUI AIRPORT
		Contractor (TTM): Fulton Hogan	**RCA:** WHANGANUI DISTRICT COUNCIL Te Kaunihera a Rohe o Whanganui

Location details and road characteristics	**Road names and suburb**	**House no./RPs** *(from and to)*	**Road level**	**Permanent speed**
	Airport Drive	1.136 - 1.811	LVL 1	30,100Km/h

Traffic details (main route)	**AADT**	**Peak flows**
	LVLR = Less than 250 LVR = Greater than 250 & less than 500 LVL 1 = Greater than 500 & Less than 10000	7am – 9am 3pm – 6pm Monday to Friday

Description of work activity

TMP Site access and advanced warning for truck entry and exit from the millings dump zone

Planned work programme

Start date	16/10/2023	**Time**	7:00pm	**End date**	31/11/2023	**Time**	6:00am
Consider significant stages, for example: • road closures • detours • no activity periods.	**Airport entry will be site access point Between 7pm and 6am** **Trucks will give way to each other as they approach Airport entry.**						
Alternative dates if activity delayed	**If Works are Postponed/Cancelled for any reason notify the TMC/RCA of any changes as they will need to be rescheduled for the next fine Day/Night if within approved TMP dates.**						

Road aspects affected *(delete either Yes or No to show which aspects are affected)*

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Pedestrians affected?	Yes	**Property access affected?**	Yes	**Traffic lanes affected?**	Yes
Cyclists affected?	No	**Restricted parking affected?**	No	**Delays or queuing likely?**	Yes

Proposed traffic management methods

Installation *(includes parking of plant and materials storage)*	**PREPERATION:** **- The STMS will check the appropriate approvals are in place and that they are suitably qualified for the level of road they are working on i.e. • Check there is an approved TMP. • For L1 & LV roads, a STMS L1 must establish the site.** **- All required equipment is to be loaded onto the work vehicle in the correct order for offloading and checked to be of an acceptable condition.** **ON-SITE: – prior to commencing establishment** **- The STMS will drive through the site to assess all onsite conditions and make sure the attached TMD's are appropriate for the intended location. Any minor changes that are required will be documented in the On Site Record form and relayed to the Operations Manager for appropriate notification to the RCA. Any major changes on site will require a new site specific TMP.** **- Where the traffic management shows a reduction in network capacity, the STMS will undertake a traffic count to ensure the traffic flow is not more than expected and that the approved methodology is appropriate for the intended location.** **Signs and delineators will be installed in the following order:** **Following a safety and hazard briefing, the STMS will instruct the crew to install the TTM equipment using compliant mobile operation(s) and following the approved traffic management diagram(s) in the following order:** **- Signs are to be placed on the left-hand side of the road first, then on the right hand side of the road as required. - Then the first sign erected must be an 'advance warning' sign.** **- The 'direction, protection, and regulatory' signs shall then be erected. - The vehicle then makes a loop on a single direction carriageway or simply turns around on a bidirectional carriageway (when safe to do) to complete the next run.** **- Delineation devices (cones) are to be used to control traffic flow and direction through the work site. Cones are to be 900mm high and comply with CoPTTM requirements, section B.** **- All side roads within work site to be signed and coned to CoPTTM standards.** **- On completion, the STMS shall undertake a drive-over inspection (in both directions) to check that the site is safe, legal and matches the TMP.** **Once the drive through is completed, the STMS will complete the site toolbox for traffic management with all contractors. After that STMS may instruct the contractors to enter the working space and carry out the work activity**
Attended (day)	Prior to commencing establishment, the STMS will assess all onsite conditions to make sure the required TMD(s) is/are appropriate for the intended location. Any minor changes that are required will be documented by the STMS on their daily site check record. Temporary Permanent Flip Signs will be used. TMD1 Trucks Crossing/ site access. TMD shows stop points and sign placement (this is a guideline as environmental conditions may require an amendment on site). • Site will be set up following the correct installation process (as per above). • The Traffic Management deployed will take into consideration the traffic flows, works activity, and any potential for disruption. • Where required and possible, positive Temporary Traffic Management measures are to be installed to manage traffic entering closures from adjoining side roads.

RCA consent (eg CAR/WAP) and/or RCA contract reference	

Attended (night)	Not Required
Unattended (day)	No Unattended.
Unattended (night)	No Unattended.
Detour route	Not Required
	Does detour route go into another RCA's roading network? No *(delete either Yes or No)* *If Yes, has confirmation of acceptance been requested from that RCA?* No *(delete either Yes or No)* ***Note:** Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.*
Removal	Once works are completed, all temporary warning equipment will be removed by the STMS/TC in the reverse order of establishment. The last signs to be removed will be the advance warning sign(s) and end of work sign(s) • STMS will carry out the final check and sign off before leaving site CoPTTM compliant mobile operations will be used to disestablish the site

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 50km/h is hereby fixed for motor vehicles travelling over the length of 186m situated **1.267** and **1.514** on **Airport Rd** Whanganui	7:00pm To 6:00am	16/10/2023	TMD1
Unattended day/night	Not Required			

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TSL duration	Will the TSL be required for longer than 12 months? ***If yes**, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.*	No
Positive traffic management measures		

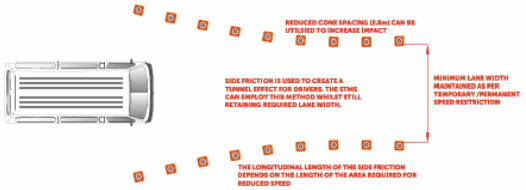
Positive Traffic Management measures will be installed by the STMS in order to control vehicle speeds, increase public awareness and reduce disruption by providing 'clear and positive guidance'. (As required)

30km/h or 50km/h AHEAD supplementary plate signs will be used on advanced warning.' 'Speed Limit to be repeated at 400m intervals throughout the worksite'

Using TTM trucks as a lead pilot during peak times to slow traffic down

Additional Delineation

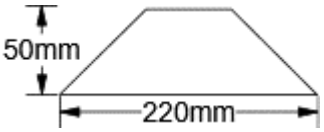
Additional cones can be placed on centrelines, edge lines and shoulders to increase impact of the activity and reduce vehicle speed.



Further Methods

- Additional advance signage may be used outside the required advanced warning signage to promote further awareness of the closure
- Police assistance may be sought if excessive 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 results in increased risk.
- Maximum lane widths will be kept all times when and where possible
- Additional delineation may be required to help improve public and site safety
- Egress to and from site to be controlled by STMS/Traffic Controllers. Delineation to be placed to suit egress locations
- **Gibney signs to be used where possible, for Stop/Go operations on all roads where shoulder and wind conditions do not create any additional risk.**
- **Temporary portable Speed bumps may be used in order to slow traffic down additional signage will be required to inform public of the additional hazards on site in the form of a**

*** Highly Portable** *** NZTA CoPTTM Compliant** *** Simple Setup**

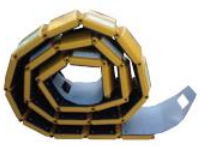


Features & Benefits

- NZTA CoPTTM Compliant to Section C.10.16
- Highly Visible, Bright Yellow
- Exceptional Retro-Reflective Strips
- Underside Black Rubber Grips
- Highly Portable & Lightweight
- Quick to Deploy & Easy to Set up
- Multiple speed humps can be positioned end-to-end to cover wider roads.

Note: Temporary Speed Humps must only be used at attended Work sites with Positive Traffic Control and a Temporary Speed Limit of 10km/h. Please visit NZTA for deployment practices.

Specifications:



Measurements:

Length:	3000mm
Width:	225mm
Weight:	16.3kg
Diameter (stored):	500mm across

Drive over tests are based on:
Passenger vehicle - (less than 800kg)
Heavy commercial vehicle - (less than 4000kg)

Ordering Details:

RTL Product:	**Stock code:**
Speed Hump Temporary	TO45

Placing an Order:
For ease of ordering, please mention the RTL Temporary Speed Hump.

Contingency plans

RCA consent (eg CAR/WAP) and/or RCA contract reference	

Generic contingencies for:		
• major incidents • incidents • pre planed detours. *Remove any options which do not apply to your job*	**Major Incident** A major incident is described as: • 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: • 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: • 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: • 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.
	~~**Detour**~~ ~~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:~~ • ~~excessive delays when using an alternating flow design for TTM~~ • ~~redirecting one direction of flow and / or~~ • ~~total road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared.~~ ~~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.~~ ~~The detour and route must be designed including:~~ • ~~pre- approval form the RCA's whose roads will be used or affected by the detour route~~ • ~~ensure that TTM equipment for the detour - signs etc are on site and pre-installed.~~	~~**Actions**~~ ~~When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:~~ • ~~Notify the RCA and / or the engineer when the detour is to be established~~ • ~~Drive through the detour in both directions to check that it is stable and safe~~ • ~~Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced and tailbacks have cleared~~ • ~~Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.~~

	Note also the requirements for no interference at an accident scene: 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: • save a life of, prevent harm to or relieve the suffering of any person, or • make the site safe or to minimise the risk of a further accident; or • maintain the access of the general public to an essential service or utility, or • prevent serious damage to or serious loss of property, or • follow the direction of a constable acting in his or her duties or act with the permission of an inspector.
Other contingencies to be identified by the applicant *(i.e. steel plates to quickly cover excavations)*	**Weather** Depending on the activity, works may be cancelled if raining. **Excess traffic delays (more than 5 minutes)** In the event of congestion positive measures will be implemented, ie opening lane widths, removing visual distractions from site, stopping works until congestion has eased or removal of the closure. Utilising network VMS boards to advise motorists of delays ahead. **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. **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 or the use of the onsite TMA 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?**	No
Authorization to work at permanent traffic signal sites	**Will portable traffic signals be used or permanent traffic signals be changed?**	No	**Has approval been granted?**	No
Road closure authorisation(s)	**Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?**	No	**Has approval been granted?**	No
Bus stop relocation(s) – closure(s)	**Will bus stop(s) be obstructed by the activity?**	No	**Has approval been granted?**	No

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Authorisation to use portable traffic signals	**Make, model and description/number**	Refer to NZTA req No.10 – estop Traffic Lights

NZTA Reg No.	Signal System Name	Manufacturer or supplier	Approving Laboratory or Authority	Date of Approval	Comment
8	**Traffic Signs NZ Ltd, Model: Smart Switch Vehicle Activated (SSVA)**	Traffic Signs NZ Ltd P:07 575 0505 M:027 2212 999	Opus International Consultants, Central Laboratories, Lower Hutt Report Ref No. 528024.13 Dated July 2016	1 July 2016	The system is capable of manual, fixed-time and vehicle-actuated modes of operation. At this time, the SSVA is only a two signal system, with the signals communicating with a radio (wireless) link (Maximum Site Length 2 km). Note: In this system, the fixed-time mode uses the radio link to keep the signal sequence synchronised (unlike many other systems, where fixed-time mode is intended for use when there is no link between the signals).
9	**Horizont Multi-Signal Type 26420**	Highway 1	Opus International Consultants, Central Laboratories, Lower Hutt Report 528024.14	Final Approval: March 2017	Section 3.2 requires the maximum site length to be taken as that as measured by the Assessment Agency (Opus). This was measured as 700m with a clear line of sight between the signals – at greater separations radio communication was intermittent. **This system must not be applied over 700 metres.**
10	**eStop**	Fulton Hogan Signs & Graphics 0800 274 463 signs@fultonhogan.com	Opus International Consultants, Central Laboratories, Lower Hutt Report 528024.15	Final Approval: November 2019	eStop Operator guide

	NZTA compliant?	Yes – See above

EED			
Is an EED applicable?	No *(delete either Yes or No)*	**EED attached?**	No

Delay calculations/trial plan to determine potential extent of delays

STMS is to monitor the vehicle counts to ensure queue management is implemented before excessive delays times are reached

Queue Management

- STMS to ensure queues do not exceed passed the advance warning signs
- Add an additional T1A + Queues ahead if required to extend the warning distance.
- Traffic count should be conducted to determine VPH and site adjusted to allow expected queues

Public notification plan

Public notification plan attached?	No

On-site monitoring plan

Attended *(day and/or night)*	The onsite STMS or delegated Traffic management operator will be onsite at all times except for when they are conducting their 2 hourly site check. STMS may be away from the worksite for up to 30 minutes **to complete the site check.** STMS can manage a maximum of 4 work sites, when the STMS is not on site they can hand the site over to an appropriately qualified STMS or Traffic management operator. This must be a formal handover which will include a briefing of the site. While off-site the STMS must be within 30 minutes of the site at all times. Any changes required to TTM beyond standing up fallen cones will need to be done by the STMS. The STMS will conduct 2 hourly site checks. Additional inspections during inclement weather and high wind will be done at STMS discretion. The STMS will check that: • Signs are visible and positioned as per approved plan • Correct and clean equipment is used • Vehicles, cyclists and pedestrians can safely and without undue difficulty progress through the works • High visibility jackets are used by all staff and visitors. All signage that requires being re-stood will be completed from the footpath area where possible. All cones that require being re-stood will be completed by using a standard mobile operation. The first inspection should take place as soon as the equipment has been installed. This should verify all devices are correctly in place, no item has been omitted, all equipment meets its cleanliness requirements; The inspection must also ensure that no confliction messages exist between permanent signs, temporary signs, and other devices.
Unattended *(day and/or night)*	NO Unattended

Method for recording daily site TTM activity *(eg CoPTTM on-site record)*

- Hazard ID sheet / Risk Control Plan
- TSL Decision Matrix
- QA sheet
- Tailgate
- Pre-Start
- An onsite daily record of two hourly site checks

Site safety measures

As per the SAFE, HEALTH and ENVIRONMENTAL Pre-Start Tailgate which is done by the foreman/ supervisor for the job. TC will be done by the STMS

- All site and personnel to exit the site as per the STMS instruction/ briefing
- No unauthorized personnel to be on site
- All personnel on site to wear the correct PPE and equipment as required (as per attached)
- All vehicles will have their flashing beacons turned on when entering, leaving, installing & removing TTM closures.
- The Arrow board / work vehicles will not be parked in any safety zones while they are not being used.
- A briefing for all staff & workers every day/ night shift before any works begins.
- A safe evacuation location to be identified at this briefing.
- Any site visitors must be escorted at all times by a person who has completed the full induction, they are able to observe the works only.
- Fulton Hogan and NZTA PPC/PPE Standards are to be adhered to at all times within site extents
- Safety zone isolation zone to be used – refer to Safety Zone Layout 1

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?**	No
	Statement from temporary safety barrier installation designer attached			Not attached

Other information

- All incidents at roadwork sites are to be reported to the RCA by completing a Traffic Incident Report form. Contact must be made with the RCA within 24 hours with relevant documents provided below 7 send them to Copttm.incident@nzta.govt.nz this includes, CoPTTM incident report form, crash diagram, Approved TMP, photos of site & the onsite record.
- Signs to be erected clear of footpaths and cycle ways with at least 0.8m of clear road to allow safe egress of cyclists where possible.
- Permanent signs conflicting with the TTM shall be covered for the duration of the TTM as required.
- All vehicles to travel in the direction of the traffic flow.
- The minimum lane width will be maintained at all times, for traffic to pass unless a diversion is in place.
- Gating of all signs may not be able to be achieved due to the topography of site or lane widths. Where this occurs, the STMS is to determine if additional signage is to be installed as advance warning or if the sign spacing can be increased to allow the signs to be installed in locations that will allow them to be gated. This is up to the discretion of the STMS. **TSL must be gated or replacement measure implemented** ie, network VMS boards (where applicable)

The changes made must be recorded in the On Site Record form.

All plant and equipment to be parked/stored in a safe location, approval from WCC required, in accordance with CoPTTM. Discretion

Site specific layout diagrams

Number	Title
TMD1	Site Access/ Trucks Crossing
TFHRG-160	Mobile Op

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Contact details						
	Name		**24/7 contact number**	**CoPTTM ID**	**Qualification**	**Expiry date**
Principal	Adam Nichol - FH Employee working with Whanganui Airport		0274791729			
TMC	Whanganui District Council Craig Bright craig.bright@wanganui.govt.nz		027 453 0594			
Engineers' representative						
Contractor	Rowan Smuts		0272240481			
STMS	James Watson (FH) Vaughan Kimura (FH) Johnny Karaitiana (FH) Sonny Mataia (FH) Zachary Cook (FH) Danielle Manukonga Sebastian McMillan Ray-Ray Samuel's Chey Johnson Mereana Kennedy		0272559545 0272523265 0273016506 0273246659 0273123406 0272653507 0272527940	130995 60495 65110 135737 75089 139787 136770 141923 146176 145912	STMS AB STMS P AB STMS P AB STMS L1 STMS L1 STMS AB STMS L1 STMS AB STMS AB STMS AB	21/11/25 16/4/24 15/10/24 21/09/23 25/11/25 07/10/25 4/3/24 TBC TBC TBC
TC	Demetrius Ussher Joshiah Hadfield			146144 141928	TMO – P TMO – P	14/10/24 1/12/2023
Others as required						

TMP preparation						
Preparation	Zach Cook	22/09/2023	Zach Cook	75089	STMS AB	25/11/2025
	Name (STMS qualified)	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*

This TMP meets CoPTTM requirements	**Number of diagrams attached**	2

TMP returned for correction *(if required)*						
	Name	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*

Engineer/TMC to complete following section when approval or acceptance required						
Temporary safety barrier system	**The attached temporary road safety barrier design has been independently reviewed as being fit for purpose**				Yes No Not required	
TMP Approved						
	Name	*Date*	*Signature*	*ID no.*	*Qualification*	*Expiry date*

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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	
			Time	

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TMP or generic plan reference	

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):
	TSL installed				
	TSL remains in place				
From: To:	TSL removed				

Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
	TSL installed				
	TSL remains in place				
From: To:	TSL removed				

Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
	TSL installed				
	TSL remains in place				
From: To:	TSL removed				

Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
	TSL installed				
	TSL remains in place				
From: To:	TSL removed				

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TMP or generic plan reference	

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?							
Add others as required							
Time inspection completed:							
Signature:							

Comments:

Time	Adjustment made and reason for change

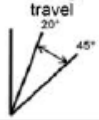
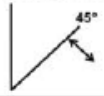
Appendix a TSL decision matrix worksheet

TEMPORARY SPEED LIMIT (TSL) DECISION MATRIX WORKSHEET

INSTRUCTIONS
Select the appropriate road condition description for each of the four factors, and in the right hand circle list the chosen TSL for that road condition. Transfer lowest TSL to the bottom circle. If the LOWEST TSL is at least 20km/h below the Permanent Speed Limit that TSL should be applied.

Appendix B

Possible Temporary Speed Limit

	EXCELLENT (100 / 90)	AVERAGE (80 / 70)	BELOW AVERAGE (60 / 50)	POOR (40 / 30)
1. Minimum Lane Width	3.5m	3.25m	3.00m	2.75m
2. Pavement / Surface Condition	The shoulder and lane is clear of loose or greasy material and the traveled way is smooth	The road is close to normal condition except for a few minor defects (eg small pot holes or a few pieces of loose aggregate) **70km/h** where new seal has been swept but not marked	Defects and / or loose material on the lane (eg unattended reseals) **50km/h** for protection of a new seal	There are major defects and / or significant loose material on the lane (eg recently milled surface , large stones, steel plates)
3. Visibility and Alignment	There is greater than 140m visibility to the first cone in taper, **and** the worksite has not imposed a change in alignment	There is less than 140m visibility to the first cone in taper, **or** vehicles are deflected by 20 degrees or less from the original direction of travel 	There is less than 60m visibility to the first cone in taper, **or** vehicles are deflected by 20 - 45 degrees from the original direction of travel 	There is less than 30m visibility to the first cone in taper, **or** vehicles are deflected by more than 45 degrees from the original direction of travel 
4. Site Clutter	Low site clutter, clear vehicle lanes, cycle lanes and footpaths	Some site clutter either plant or materials, vehicle lanes, cycle lanes and footpaths are lightly trafficked	Considerable site clutter requires additional management to guide vehicles though the site. Some queues of road users	Has numerous driver distractions including construction traffic. Cycle lanes or footpaths are closed. **30 km/h** for portable traffic signals, MTC operations or where traffic has to traverse the actual active working space (either in a delineated single lane or where traffic is not separated from the working space)

Is the LOWEST TSL at least 20km/h below the Permanent Speed Limit?

Yes → Use this Temporary Speed Limit

No → No Temporary Speed Limit Required

TMP or generic plan reference

Checking process for generic TMPs

This form, or a similar company record, must be completed prior to set up of a worksite where a generic TMP is used.

Location details

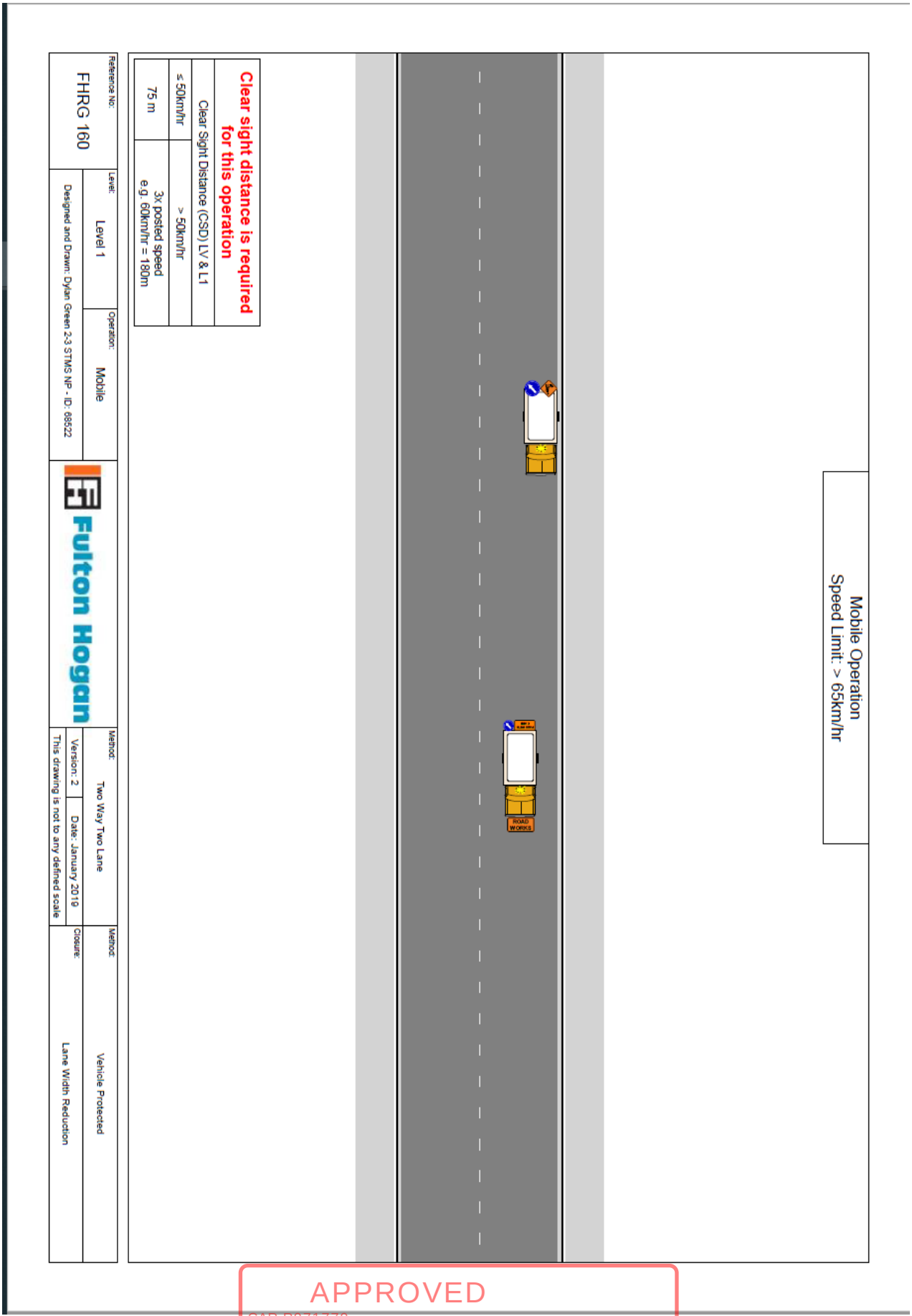
Road name(s):		House number/RP(s):		Suburb:		Generic TMP reference no.:	

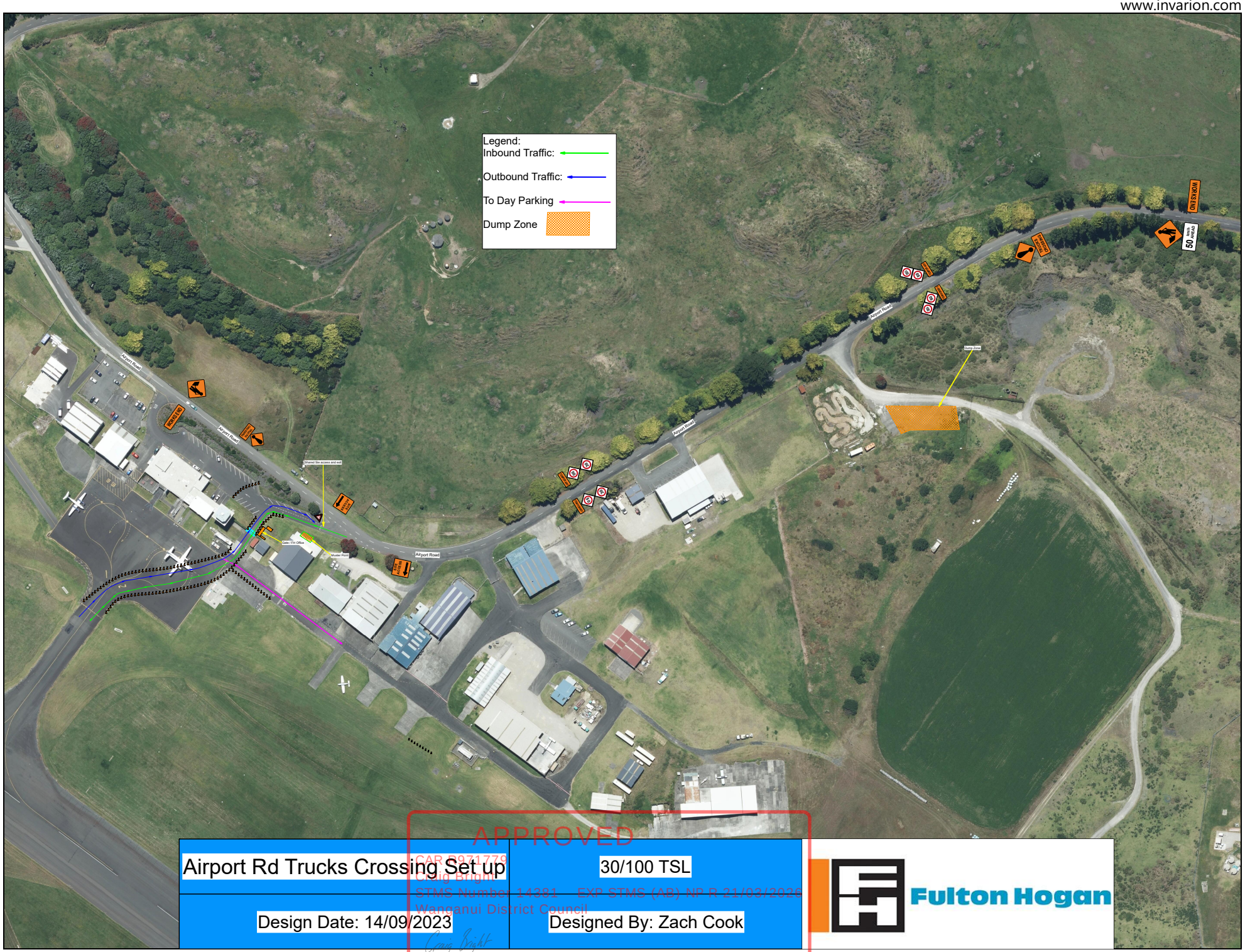
Category	Points to consider	Y	N	Comment/Mitigation
Road level	Is this at the correct road level?			
Shape	Are the following catered for in the generic TMP? • Intersections • Vertical Curves (hills) • Horizontal Curves (corners) • Sufficient advance warning			
Direction and protection	Check that there is: • sufficient length to place the planned direction and protection • sufficient road width to place the planned direction and protection ie minimum lane width is 2.75m • adequate sight distance on both sides • sufficient room to accommodate required positive traffic control			
Proposed speed restrictions	Is a TSL required? Refer to the TSL decision matrix in CoPTTM (section E Appendix B)			
Plant and equipment	Will your plant and equipment fit within the designated safety areas?			
Personal safety	Are all workers able to carry out their work within the designated work zone safety areas? If not are they covered by the rules for inspections?			
Layout diagrams	Is diagram detailed in the generic TMP? Does the diagram match the written section of the TMP?			
RCA notification	Has the RCA been notified?			

Completed by:

STMS/TC in charge of worksite (All names to be entered before site set-up)					
	Name	*Signature*	*Date*	*Qualification*	*ID number*
	Name	*Signature*	*Date*	*Qualification*	*ID number*

APPROVED
CAR R971779
Craig Bright
STMS Number 14381 EXP STMS (AB) NP R 21/03/2026
Whanganui District Council
Craig Bright
09 October 2023





Airport Rd Trucks Crossing Set up	30/100 TSL
Design Date: 14/09/2023	Designed By: Zach Cook

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CAR R971779
Craig Bright
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Wanganui District Council
09 October 2023

Fulton Hogan