

OIR: 2526/195

27 November 2025

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Tēnā koe ██████████,

Request for Information under the Local Government Official Information and Meetings Act 1987 (the Act) (the LGOIMA)

Thank you for your email of **13 November 2025** requesting the following information:

- 1. Can you supply me with the TTM Plans of the proposed road works on Old SH1, Waikanae just North of Greenhill Rd and before 173 Old SH1, Waikanae, when they become available?***

The TMP is attached. The personal details of some individuals have been withheld from the information provided. The decision to withhold this information is made under section 7(2)(a) of the Act which allows for Council to withhold information in order to protect the privacy of natural persons, including that of deceased natural persons. I am satisfied that the withholding of this information is not outweighed by public interest considerations in section 7(1) favouring release.

- 2. In order to get approval by KCDC for proposed TTM Plans that are a requirement for roading contractors, how much time does KCDC require of those contractors when submitting their TTM Plans to KCDC prior to commencing work?***

20 working days.

- 3. What is the normal turnaround time between the Council receiving a submission of a TTM Plan for approval and Council approving the TTM Plan?***

Minimum of 5 working days for a standard Corridor Access Request.

Please note that any information provided in response to your request may be published on the Council website, with your personal details removed.

4. ***For the last financial year available, what is the incidence of TTM Plans that got rejected? In other words, how many TTM plans have been approved by Council and how many were rejected?***

Council do not reject applications; we work with the provider to reach a solution.

5. ***In LGOIMA 2425-1352, Sean Mallon, Group Manager Infrastructure and Asset Management, states that "Corridor Access Requests are required by all contractors working on Road Reserve. A Traffic Management Plan (TMP) in accordance with New Zealand Guide to Temporary Traffic Management (NZGTTM) and Code of Practice for Temporary Traffic Management (CoPTTM) is submitted to the road controlling authority for acceptance. "When NZTA introduced the newer NZGTTM standards in April 2023 and adopted it for themselves, they offered Councils the choice between retaining the older COPTTM standards or adopting the newer NZGTTM standards. The inherent philosophy between the two standards makes them mutually exclusive. CoPTTM is driven by a philosophy of compliance and standardisation with a clear rule book that can be referred to when applying for a TTM plan. Whereas, NZGTTM is a guide, not a rulebook and consequently a lot more subjective and vaguer in obtaining the best outcome for all parties concerned. To date the bias towards protecting the road workers at TTM sites has come at a tremendous cost to vulnerable road users such as cyclists and amongst leading cycling advocates NZGTTM is considered a retrospective step in protecting vulnerable road users.***

How does KCDC justify retaining both these two conflicting standards when they aren't really compatible with one and another?

Council is in a transition phase in accordance with the following information provided by NZTA.

- RCAs must plan for the application of the NZGTTM to their relevant contracts, with a plan to be completed by 20 December 2025.
- Apply NZGTTM to their new relevant contracts by no later than 1 July 2026
- Incorporate NZGTTM into any existing relevant contracts no later than 1 July 2027.

You have the right to request the Ombudsman to review this decision. Complaints can be sent by email to info@ombudsman.parliament.nz, or by post to The Ombudsman, PO Box 10152, Wellington 6143.

Ngā mihi,



Sean Mallon

Group Manager Infrastructure and Asset Management
Kaiwhakahaere Rōpū Anga me te Whakahaere Rawa

OIR: 2526/195

9 December 2025

[REDACTED]
[REDACTED]

Tēnā koe [REDACTED],

Request for Information under the Local Government Official Information and Meetings Act 1987 (the Act) (the LGOIMA)

Thank you for your email of **3 December 2025** in relation to my response to your information request of 13 November 2025.

You have advised that the TTM Plan provided on 27 November 2025 was not for the address you requested. We are unable to provide a TTM Plan for road repairs near 173 Old SH1 Waikanae North. Although we acknowledge that repairs are required, it has not been programmed yet. As a result, no TTM application has been lodged.

This part of your request is therefore refused under section 17(e) of the Act as the documents alleged to contain the information requested do not exist.

You also point out that we did not fully answer your question 4. I can advise that 762 Corridor Access Requests (CAR) were approved between 4 December 2024 to 4 December 2025 (for which 327 TTM Plans needed to be submitted and approved). Not every CAR requires a separate TTM Plan as some fall under a larger scale and pre-approved TTM Plan.

Your email goes on to ask for further information in relation to the TTM Plan provided on 27 November 2025.

In relation to Phase 1 of the plan you ask:

- 1. If KCDC insists on approving TTM plans that endanger the lives of vulnerable road users, could you please submit a request with the local police station that they commit themselves to rigorously enforcing the posted TSL at said location?***

We take offence to your comment on endangering the lives of road users as staff work hard to make our network safe for all users.

Please note that any information provided in response to your request may be published on the Council website, with your personal details removed.

The developer and Council collaborate closely with the local police, and they have been notified of the posted TSL. The police have been patrolling and have confirmed that tickets have been issued.

2. Can KCDC tell me what the expected time duration for phase 1 will be at these roadworks?

The initial road works are nearing completion.

You go on to ask:

3. Why is that the consideration for cyclists in these TTM plans is addressed as a NB (Nota Bene)??? To me this implies that roading contractors are still not considered the lives of cyclists and other vulnerable road users seriously if we have to be considered as part of a Nota Bene!

The term nota bene is not used in traffic management. If you are referring to the “NB side” reference in the TTM Plan (pages 5 and 6), this means North Bound side to clarify situational awareness.

You have the right to request the Ombudsman to review this decision. Complaints can be sent by email to info@ombudsman.parliament.nz, or by post to The Ombudsman, PO Box 10152, Wellington 6143.

Ngā mihi,



Sean Mallon

Group Manager Infrastructure and Asset Management
Kaiwhakahaere Rōpū Anga me te Whakahaere Rawa

If you are interested in the attachments which accompany this response,
please contact us at: informationrequest@kapiticoast.govt.nz