

OIR: 2324/784

14 February 2024

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 **16 January 2024** requesting the following information:

1. The Traffic Management Plan (TMP) for the re-routing of southbound traffic on the old SH1 along Te Moana Road associated with Waka Kotahi's contractor installing a clip-on bridge across the Waikanae River

The expired Traffic Management Plan document and the current Traffic Management Plan document is attached to this response letter.

2. Any correspondence, supporting reports and assessments between KCDC and Waka Kotahi, their contractors and consultants

Emails related to the Traffic Management Plan have been attached with this response letter.

Please note that details of individuals in all attached documents are withheld under section 7(2)(f)(ii) of the LGOIMA which provides for the withholding of information where it is necessary to maintain the effective conduct of public affairs through the protection of such members, officers, employees, and persons from improper pressure or harassment.

In Council's view the reasons for withholding these details are not outweighed by public interest considerations in section 7(1) favouring their release.

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

You have the right to request the Ombudsman to review this decision. Complaints can be sent by email to info@ombudsman.parliament.nz, by fax to (04) 471 2254, or by post to The Ombudsman, PO Box 10152, Wellington 6143.

We are aware that there is a high level of public interest with this information, and accordingly the information provided to you will also be released on our website: Responses to requests - Kāpiti Coast District Council (kapiticoast.govt.nz).

If you have further questions, please contact me via e-mail sean.mallon@kapiticoast.govt.nz.

Ngā mihi,

Sean Mallon

Group Manager Infrastructure Services

Te Kaihautū Ratonga Pakiaka

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: BPC-005

Waikanae River Bridge Shared Path Clip-on

1.0

Version:

Contractor (Working space):



Principal (Client):



Contractor (TTM):

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RCA:





	Road names and suburb	House no JRPs (from and to)	Road level	Permanent speed
Location details and road characteristics RPs obtained from Mobile Road	Old State Highway One Waikanae	01K-1013-B/3.615 To 01K-1013-B/5.560	1	50
	vvaikanae	01K-1013-B/5.560 To 01K-1013-B/8.325	1	80
	Elizabeth Street Waikanae	ELIZABETH ST/0.050 To ELIZABETH ST/0.000	1	50
	Te Moana Road Waikanae	TE MOANA RD/4.360 To TE MOANA RD/4.540	1	50
	Karu Cres Waikanae	KARU CRES/0.050 To KARU CRES/0.000	1	50
	Kebbell Drive Waikanae	KEBBELL DR/0.140 To KEBBELL DR/0.000	1	50
	Marae Lane Waikanae	MARAE LANE/0.360 To MARAE LANE/0.383	1	50
	Otaihanga Road Otaihanga	OTAIHANGA RD/2.295 To OTAIHANGA RD/2.424	1	60





Location of loop points	To be communicated by STMS at toolbox prior to commencing installation/removal operations	To be conducted using any legal turn down any side road or at any roundabout. U-Turns are not advised
	AADT (Mobile Road)	Peak flows
Traffic details	Old SH1: 9078 (est) 23/12/2021 3.107% heavy	AM: 0530 – 0830
(main route)	Te Moana Road: 8168 (est) 23/06/2022 5% heavy	PM: 1600 - 1900
	Elizabeth Street: 8749 (est) 23/06/2022 5% heavy	

Description of work activity

Installation of a shared path clip-on on the northbound side of the Waikanae River Bridge to enhance the safety and accessibility of the area around the bridge for both pedestrians and cyclists.

Apart from Thrie-Beam barrier installation, all works will be wholly contained under the bridge. However, once the Thrie-Beam has been installed there will no longer be enough footpath width for pedestrians to safely traverse the bridge. Thereby requiring alternative safe access for pedestrians to be provided.

- Handrail along existing footpath to be removed at start of construction.
- Install of 5 Truss sections requiring crane lift from road (100T & 5T Mobile cranes)
- · Construction of North and South Abutments.
- · Installation of Thrie Beam barrier on existing footpath

Works are expected to require 52 days to complete

Planned work program	me						
Start date	29/09/2023	Time	24/7	End date	02/02/2024	Time	24/7
Consider significant stages, for example: road closures detours no activity periods.	One Way Closure Site Installation: Site Active: TTM removal: Road Closure Site Installation: Site Active: Removal:						
Alternative dates if activity delayed	Not required. Should delays occur due to outside influences this TMP will be re-applied for with a new date range.						
Road aspects affected	(delete either Yes o	r No to show which	h aspects	are affected)			
Pedestrians affected? Cyclists affected?		operty access aff		Yes No	Traffic lanes affected? Delays or queuing likel	ly?	Yes Yes

Proposed traffic management methods

The order of works is as follows:

- 1. Drive through of site location to assess layout and check TMP is appropriate for use
- 2. Identify the TMD to be used in the operation.
- 3. Undertake a TMP check on the accompanying form prior to commencing activities
- 4. Toolbox with TM Crew in a safe location off the road where the STMS shall:
 - Document and reference the risks/hazards in relation to the environment on the JSEA. This
 will then be reviewed with the team.
 - Once risk assessment is complete and aligned with the team, all personnel will then signon to the JSEA and Daily Pre-Start form.
- 5. Pre-start checks of all participating vehicles and plant
- 6 TTM installation
- 7. Onsite toolbox with work crew

All vehicles taking part in the TTM activity will have the correct signage and flashing beacons.

The TTM installation is to take place no earlier than 0830 AM and is expected to be finished by 0930 AM, wherein the works inside the TTM site may occur.

No less than 30-minutes prior to commencing TTM installation the STMS shall call WTOC to advise of operations

Looping

All TTM vehicles participating in the TTM installation operation must use the designated loop points. When the work vehicle is ready to loop, personnel working from the deck of the work vehicle must ensure that the deck is safe and secure prior before disembarking and entering the cab of the work vehicle. This must be carried out with protection from the shadow vehicle. The STMS MUST NOT loop with personnel on the deck, all personnel must be seated in the cab AND correctly wearing their seatbelts.

Mobile: Site Installation - Level 1 Cat-B (Over 65km/h)

For installation of any TTM equipment for this TMP the STMS must utilise a mobile operation with tail pilot due to the high speed of the road. The tail pilot must be 5-20 seconds travel time (100m-600m) behind the work vehicle.

- The tail pilot must have a T1A workman sign visible on the rear of the vehicle.
- The work vehicle must have a TV4 "pass with care" and RD6R or compliant level 1 arrow board installed
 and in use, displaying the appropriate signage for the stage of the mobile operation.
- For tasks/operations requiring works from the deck of the work vehicle, a shadow vehicle must be employed in addition to the tail pilot.
- The horizontal arrow board MUST NOT be used in such a way that it directs traffic into an opposing traffic flow
- The works must not remain static for longer than 10-minutes.

Mobile: Site Installation - Level 1 Cat-A (Under 65km/h)

For installation of any TTM equipment for this TMP, the STMS must utilise a mobile operation.

- The work vehicle must have a compliant level 1 arrow board installed and in use, displaying the
 appropriate signage for the stage of mobile operation
- For tasks/operations requiring works from the deck of the work vehicle, a shadow vehicle must be employed.
- The horizontal arrow board MUST NOT be used in such a way that it directs traffic into an opposing traffic flow
- The works must not remain static for longer than 10-minutes.

Installation

(includes parking of plant and materials storage)

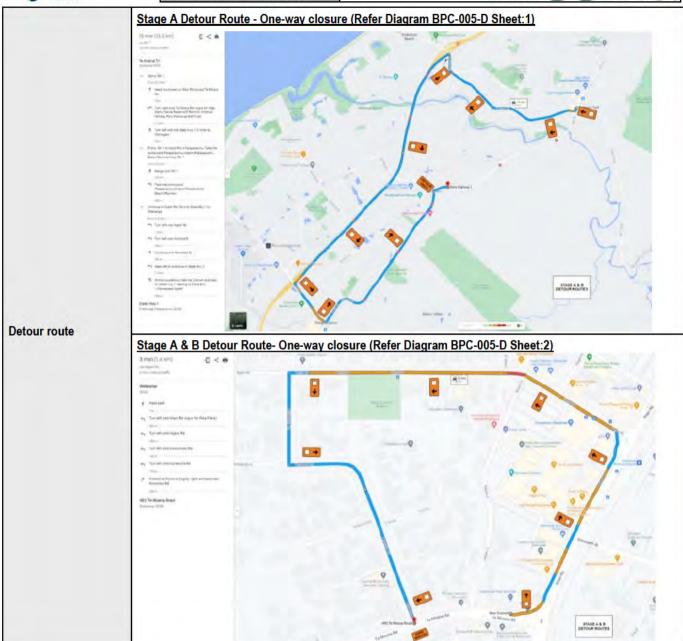


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AGENCY	and/of NOA contract reference
Installation (cont.) (includes parking of plant and materials storage)	Site Installation Methodology: The abovementioned mobile procedure will be utilized to setup the closure. • All advanced warning signage will be installed on the left-hand side of the road first. This will be carried out by traversing the network in a clockwise fashion, installing signage on side roads as they are passed • Once all advanced warning signage is installed the correct delineation and delineation signage can be installed. • Centreline delineation will be installed first • Following installation of centreline delineation, leading taper and delineation along the work area may be installed Road closure • Detour signage must be installed first. • Delineation to be installed across the inbound lane(s) at points of road closure and remaining traffic allowed to flush out before delineation is installed across the outbound lane(s). • Once the STMS has performed a site check and has ensured the site is set up as per TMP, the work crew may then be inducted to site by the STMS. Works within site are expected to commence at 0930 AM once TTM installation is completed.
	During the attended day the site will be consist of One-way closure under 30km/hr TSL with signed detour.
	Closure of the northbound lane on the Waikanae river bridge, with priority given to northbound traffic. Vehicles traveling southbound were detoured to Express Way via Te Moana Road.
	Provisions included to hold NB traffic as a contingency. Residents coming from the northbound are able to pass the bridge to the southbound by holding traffic on the northbound.
	Mobile petrol station access and exit maintained through Te Moana Road.
	Shoulder closure for the construction of North and South abutments. (Refer TMD: BPC-005 Sheet :1)
	Pedestrians and Cyclists Diversion
Attended (day)	Closure of pedestrians and vehicle river access on the southern side of the Waikanae Bridge.
ritteriaea (aay)	Pedestrians and cyclists detoured via the Te Arawai footbridge. Pedestrian and cyclist signage (TU31/35 TU41/42) will be used to guide cyclists and pedestrians.
	Following the removal of the barrier from the footpath. Fences need to be installed on the road against the kerb, General
	All residential and commercial property accesses must be maintained at all times unless otherwise agreed by the owner/occupier.
	Additional TTM personnel to be strategically placed so they may monitor and direct vehicles entering and exiting residential and/or commercial access ways.
	VMS boards will be positioned on the NB and SB lanes on Old SH1 and on Te Moana Road.
	The site will be consisting of full road closure with signed detour.
	Vehicles travelling southbound were detoured to Expressway via Te Moana Road (Detour remains in place as attended day) and vehicles travelling northbound were detoured to Expressway via Kapiti Road.
	The closure point of the road closure will be manned during attended night, and TTM personnel will be positioned at each end of the closure to permit access to the site vehicles.
Attended (night)	TM personnel to monitor and direct cyclists and pedestrians at the northern and southern abutments of Waikanae Bridge as required.
	No cyclists or pedestrians anticipated at night. If encountered will be halted until lifting operation made safe to pass.
	Spotters will be actively watching and communicating through the radio transmitter and will notify the work crew in their presence. Work may temporarily cease as they pass the work area.
Unattended (day/night)	The site will not be left unattended at any time.



STMS Number Kapiti Coast District Council 09 October 2023



Kapiti Coast District Council 09 October 2023



Does detour route go into another RCA's roading network?

No

If Yes, has confirmation of acceptance been requested from that RCA?

Not required

Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.

Kapiti Coast District Council 09 October 2023





No less than 30-minutes prior to commencing TTM removal the STMS shall call WTOC to inform of operations

Mobile: Site Removal – Level 1 Cat-B (Over 65km/h)

For removal of any TTM equipment for this TMP the STMS must utilise a mobile operation with tail pilot due to the high speed of the road. The tail pilot must be 5-20 seconds travel time (100m-600m) behind the work vehicle.

- The tail pilot must have a T1A workman sign visible on the rear of the vehicle.
- The work vehicle must have a TV4 "pass with care" and RD6R or compliant level 1 arrow board installed
 and in use, displaying the appropriate signage for the stage of the mobile operation.
- For tasks/operations requiring works from the deck of the work vehicle, a shadow vehicle must be employed in addition to the tail pilot
- The horizontal arrow board MUST NOT be used in such a way that it directs traffic into an opposing traffic flow
- The works must not remain static for longer than 10-minutes.

Removal

Looping

All TTM vehicles participating in the TTM installation operation must use the designated loop points. When the work vehicle is ready to loop, personnel working from the deck of the work vehicle must ensure that the deck is safe and secure prior before disembarking and entering the cab of the work vehicle. This must be carried out with protection from the shadow vehicle. The STMS MUST NOT loop with personnel on the deck, all personnel must be seated in the cab AND correctly wearing their seatbelts.

Mobile: Site Removal - Level 1 Cat-A (Under 65km/h)

For removal of any TTM equipment for this TMP, the STMS must utilise a mobile operation.

- The work vehicle must have a compliant level 1 arrow board installed and in use, displaying the
 appropriate signage for the stage of mobile operation
- For tasks/operations requiring works from the deck of the work vehicle, a shadow vehicle must be employed
- The horizontal arrow board MUST NOT be used in such a way that it directs traffic into an opposing traffic flow
- The works must not remain static for longer than 10-minutes.

Site Removal Methodology:

- The abovementioned mobile procedure will be utilized to remove the closure.
- When the STMS deems it safe to remove the TTM installed, they will remove all delineation and delineation signage first.
 - Delineation along the work area to be removed first
 - o Once work area delineation has been removed, all centreline delineation may be removed.

Removal (cont.)

Road closure

- Delineation across outbound lanes of road closure to be removed first, followed by delineation across inbound lanes at closure point
- Once work area delineation has been removed, all delineation may be removed.
- Once all delineation is removed, the STMS may then remove the advance warning signage. This will be carried out by traversing the network in a clockwise fashion, removing signage on side roads as they are passed.
- Detour signage to be removed last
- Once the STMS has performed a site check and has ensured the site has been fully removed, they will
 record this on their on-site record prior to leaving the work area.

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	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 365m situated between 01K-1013-B/3.745 and 01K-1013-B/4.374 on State Highway One. A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 25m situated between KARU CRES/0.025 and KARU CRES/0.000 on Karu Cres. A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 160m situated between TE MOANA RD/4.380 and TE MOANA RD/4.540 on Te Moana Road/ A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 0m situated between MARAE LANE/0.360 and MARAE LANE/0.360 on Marae Lane	24/7 As required	29/09/2023 To 02/02/2024	BPC-005-A Sheet: 1 to 6
Attended night	Road closure No TSL required	2000 PM To 0830 AM	29/09/2023 To 02/02/2024	BPC-005-B Sheet: 1 to 9
TSL duration	Will the TSL be required for longer than 12 months? If yes, attach the completed checklist from section I-18: (Processes for TSLs to this TMP.	Guidance on TMP	Monitoring	No

Positive traffic management measures

Additional delineation may be installed at the STMS's discretion to reduce driver speed and improve public/worker safety.

The STMS may install additional TSL repeater signage to provide greater impact to public.

Lane widths will be narrowed to the minimum allowable for the given TSL further reduce driver speed.



Contingency plans

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 from 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.

APPROVED

Kapiti Coast District Council

09 October 2023



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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

If visibility is low due to weather conditions (ie Less than CSD of 3x Posted Speed Limit), then the work may be postponed and will continue once the weather conditions have improved.

Excess Traffic Delays

Should delays of greater than 5-minutes occur due to the TTM installation, the installation is to be stopped and restarted once the traffic flows have reduced. Should delays be caused by an already established closure the STMS shall increase lane widths and/or open traffic lanes where appropriate.

Works Running Late

In the event of a breakdown or other unforeseen circumstance that causes works to run late, the contingency of 'excess traffic delays' above will apply along with informing the RCA immediately. This may also result in a request for an extension of work for that day. Under these circumstances, the STMS will seek approval from the TMC

Provision to hold traffic on Northbound for emergency services.

Emergency Services

Should an emergency services vehicle under lights and siren approach site they shall be given right of way and may be assisted through site by a TM vehicle. In the event of an emergency on site, all works shall cease, and area be rendered safe. All onsite personnel shall report to the assembly area while the emergency is managed. In these situations, the STMS may alter TTM as required to better manage the emergency.

Authorisations								
Rail corridor	Will works be within 4m of rail corridor, or TTM placed within 100m of a level crossing?		Yes	Has approval been granted?	Pending			
interactions	Kiwi rail approval to be up	ploaded to CAR and pro	vided to	STMS				
Parking restriction(s)	Will controlled street parking be affected?			Has approval been granted?	Not required			
alteration authority								
Authorisation to work at permanent	Will portable traffic signals be used or permanent traffic signals be changed?			Has approval been granted?	Pending			
traffic signal sites	Authorisation to work at permanent traffic signal sites to be uploaded to the CAR and provided to the STMS							
Road closure	Will full carriageway closu than 5 minutes (or other R		Yes	Has approval been granted?	Pending			
authorisation(s)	Road closure authorisation granted upon TMP approval							
Bus stop relocation(s) –	Will bus stop(s) be obstructed by the activity?		No	Has approval been granted?	Not required			
closure(s)								
Authorisation to use portable traffic signals	Make, model and description/number	Not required						
	NZTA compliant?	Not required						



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Is an EED applicable? No EED attached? Not required

Delay calculations/trial plan to determine potential extent of delays

Significant delays are expected under this TMP. Vehicles detouring through Te Moana Road experience a delay of 15 minutes, and vehicles detouring through Kapiti Road experience a delay of 24 minutes.

Public notification plan

Public notifications may include (but not limited to):

- . Weekly email to KCDC with Local Road update.
- Public newspaper and radio announcements
- Letter drops
- Comms Team may also have one on one meetings to share information with affected local businesses/residents.
- DYNAC and NEIMS platforms will be utilised (in consultation with WTOC Planned Works) to allow 7 days pre-conditioning in conjunction with 14-days pre conditioning with contractor MVMS.
- Mobile VMS (contractor)
- Network VMS (in consultation with WTOC)

Public notification plan attached?

No

On-site monitoring plan

Attended (day and night)	The STMS will be on site at all times during setup, breakdown, and times of active works. The STMS shall record site-checks on their On-Site Record at a frequency of no less than two-hourly.
Unattended (day and/or night)	The site will not be left unattended at any time.

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

- All recording of staff briefing shall be recorded on the daily hazard ID form.
- Hazards and mitigations shall be recorded in the JSEA.
- Site checks are to be recorded on the appropriate company "On Site Record for TTM" form.
- The TMP checking process is to be recorded on the "Checking Process for TMPs" form

These forms will be filled in by the STMS.

Site safety measures

The minimum standard of PPE equipment for all personnel on site shall be:

- Ankle to Wrist Full Cover
- TTMC Hi-Vis vest
- Ankle high lace-up steel cap boots
- Hard hat
- Safety glasses
- TTMC Wet Weather gear as required

All personnel on site must be fully inducted on all safety aspects for the site, and if required they must meet the minimum standards listed above.

All personnel must abide by the COVID-19 restrictions imposed by the current alert level. See www.chasnz.ord/covid19 - "Vertical and Horizontal Protocols" for more information.

All personnel and plant on site must remain clear of lateral and longitudinal safety zones.

Any person who does not wear the adequate PPE as listed above will be asked to leave site immediately.

Any non-inducted site visitors must be inducted to site and escorted at all times; they are able to observe the works only.



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Temporary safety barrier system

Will a temporary safety barrier system be used at this worksite?

If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?

Not required

Statement from temporary safety barrier installation designer attached

No

Not required

Other information

C2.4 Level 1 worksite layout distances

	manent speed limit or RCA- ignated operating speed (km/h)	≤50	60	70	80	90	100
Traf	ffic signs						
Α	Sign visibility distance (m)	50	60	70	80	90	100
В	Warning distance (m)	50 or 30*	80	105	120	135	150
C	Sign spacing (m)	25 or 15*	40	50	60	70	75
Safe	ety zones						
D	Longitudinal (m)	10 or 5*	15	30	45	55	60
E	Lateral (m)	1	1	1	1	1	1
10	Lateral behind barrier installation	As	specifie	d by the Ir	stallation	Designer	
Тар	ers						
G	Taper length (m)#	30	50	70	80	90	100
K	Distance between tapers (m)	40	50	70	80	90	100
Deli	ineation devices						
Con	e spacing in taper (m)	2.5	2.5	5	5	5	5
Cone spacing: Working space (m)		5	5	10	10	10	10

Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints.

- 2. On all roads where the shoulder width is less than 2.5m and the activity does not affect the live lane, a 10m shoulder taper is permitted (with at least 5 cones at no greater than 2.5m centres).
- 3. A taper of 30m (with cones at 2.5m centres) must be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed.

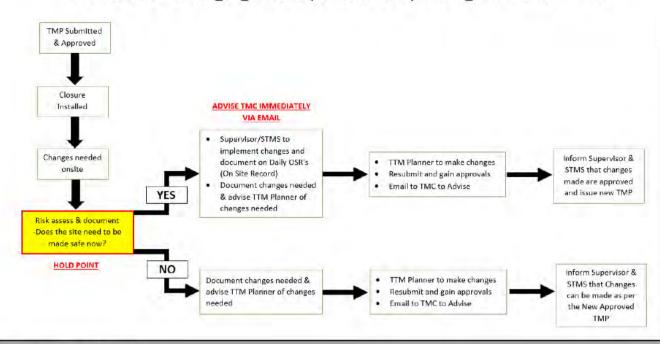
Lane widths (based on permanent speed or TSL if applied)

Spe	ed (km/h)	30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

[#] 1. On non-state highways with speeds 50km/h or less, a 10m taper (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses).

Process For Changing Site Layouts and Updating TMP's to Mirror



Site specific layout diagrams

Number	Title				
BPC-005-A	Attended day				
Sheet: 1 to 6	One-Way Closure				
BPC-005-B	Attended night				
Sheet: 1 to 9	Road Closure				
BPC-005-E	Attended day				
Sheet: 1 to 9	Shoulder Closure				
BPC-005-P	BOD CONTRACTOR TO A CONTRACTOR OF THE CONTRACTOR				
Sheet: 1 to 1	Pedestrians Diversion Via Te Arawai Footbridge				
BPC-005-D	0.300 0.000				
Sheet: 1 to 3	Detour Routes				
BPC-005-V	WHO NO LOD OLIGINATE HE D. I.				
Sheet: 1 to 3	VMS on NB and SB on Old SH1 and Te Moana Road				
	Mobile Operation - Level 1 - Cat-A				
HK-G-M104A	Works in Lane				
	Two-Lane, Two-Way Carriageway				
7	Mobile Operation - Level 1 – Cat-B				
HK-G-M104B	Works in Lane				
	Two-Lane, Two-Way Carriageway				



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Contact details	24/7 contact CoDTTM Evening							
	Name	number	ID	Qualification	date			
Principal	WAKA KOTAHI NZ TRANSPORT AGENCY		-	-:	940			
TMC State Highway	WAKA KOTAHI Wellington Transport Alliance			2/3 NP	05/03/24			
TMC Local Roads				L1	28/02/23			
Kapiti Coast DISTRICT COUNCIL A 10 Married of the Walnut				STMS(ABC) -NP	23/07/24			
Contractor Bridge Works	BPC Project Manager		·	-7	Ŷ			
Contractor S				8	- 3			
Contractor TTM Primary Contact	TTM Supervisor			STMS(AB) -NP	04/05/24			
STMS	To be confirmed at time of works. To be suitably qualified.							
тс	To be confirmed at time of works. To be suitably qualified.							
metlink			macri 1	7.3	4			
000	NZ Heavy Haulage Association		Ver	13				
uzabus	<u>Uzabus Kapiti</u>		(-)	745	2-			
Clad Could Marked Rememble	Gold Coast Building Removal		8	- 6	.2.			



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AGENCI	and/or Non contract re					
KiwiRail <i>#</i>				e/±	12.	43.
	Kiwirail Emergency Co	ntact Centre	0800 808 400	1 104	1	
Others as required	wтос		0800 869 286	O.F.	-	
TMP preparation						
Preparation		21/09/23			STMS (AB)-NP STMS (C) -NP TTMP-NP	05/08/2025 10/09/2025 26/01/2024
	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
Reviewed		21/09/23			CAT ABC -NP TTMP -P	22/02/2026
	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
This TMP meets Co	PTTM requirements	,	Number of	diagrams	attached	17
TMP returned for correction (if required)	Name	Date	Signature	ID no.	Qualification	Expiry date
Engineer/TMC to co	mplete following section when a	pproval or accepta	nce required			
Temporary safety barrier system	The attached temporary road safe reviewed as being fit for purpose	ety barrier design has	been independent	tly	Not requ	uired
Approved						
by engineer	Name	Date	Signature	ID no.	Qualification	Expiry date
Acceptance by TMC	Name	Date	Signature	ID no.	Qualification	Expiry date
Qualifier for engine	er 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.



HIGGINS.

Notification to TMC pr	rior to occupying worksite/Notification c	ompleted		
Type of notification to TMC required	Wellington Transport Alliance to be notified before works commencing via the Weekly Road Works Report, submitted by midday Wednesday the week prior.	Notification completed	Date Time	

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 the lowest TSL to the bottom circle.

Appendix B



EXCELLENT	AVERAGE	BELOW AVERAGE	POOR	Possible
110 100 90	80 70	60 50	40 30 20	Temporary Speed Limit
Minimum Lane Width				
3.5m	3.25m	3.00m	<mark>2.75m</mark>	30
Pavement / Surface Condition				
The shoulder and lane are clear of loose or greasy material and the travelled way is smooth	The real of the second second	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)	50
Visibility and Alignment			Santa da s	- 3
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 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	50
Site Clutter	Deferred by tean floor 20°	Deflected by 20" to 45"	Deflected moire futer 45°	
Low site clutter. Clear vehicle lanes,	Some site clutter, either plant	Considerable site clutter	Has numerous driver distractions including	
cycle lanes and footpaths	or materials. Vehicle lanes, cycle lanes, and footpaths	requires additional management to guide	construction traffic. Cycle lanes or footpaths are closed.	

Is the lowest speed 80km/h or less, and at least 10km/h below the permanent speed?

are lightly trafficked

Yes

vehicles through the site.

Some queues of road users

Use this Temporary Speed Limit

30km/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)







DAILY HAZARD ID

TRAFFIC MANAGEN ORK PERMIT:	Induct				
, JSEA Prepared)	Y/N				
	1				
DO NOT DICH					
DO NOT DIG!!	Contro	lled			
entified	Risk Ra				
	High-Mediu	m-Low			
	1				
Escalation A		n on			
High or Med	A COLUMN TO SERVICE AND ADDRESS OF THE PARTY				
Manager Info	ormed:				
	Work Stopped or changed				
Work Stoppe					
<u></u>					
P.					
r					
Established controls in place					
m					
an emergency?					
an emergency i					
	- // -				
nat and other as r	equired:				
ld Lung	Protection				
	Yes	No			
fe?					
xpected?					
s that exist on site					
	2745				
1					
1					
e:	Sig				

STMS Number Kapiti Coast District Council 09 October 2023

HIG-HSW -NAT-FRM-001 Version 6 Page 1 of 2 Issue date: 08/04/2022 Document expiry date: 08/04/2024 Document is uncontrolled once printed



DAILY HAZARD ID

Time: I must be tool-boxed to all s Uncontrolled Risk Rating High-Medium-Low	controls implemented for risks identified	Controlled Risk Rating		
uncontrolled Risk Rating	And the second s	Risk Rating		
Uncontrolled Risk Rating	And the second s	Risk Rating		
Risk Rating	Controls implemented for risks identified	Risk Rating		
		THE RESIDENCE OF THE PARTY OF T		
7				
	Work to be carried out:			
Time	Time:			
1 me.				
d must be tool-boxed to all s	site staff)			
Uncontrolled Risk Rating High-Medium-Low	Controls implemented for risks identified Risk			
	Work to be carried out:			
Thurs				
Time.				
d must be tool-boxed to all s	site staff)			
Uncontrolled Risk Rating High-Medium-Low	Controls implemented for risks identified			
	Uncontrolled Risk Rating High-Medium-Low Time: uncontrolled Risk Rating	Time: I must be tool-boxed to all site staff) Uncontrolled Risk Rating High-Medium-Low Work to be carried out: Time: I must be tool-boxed to all site staff) Uncontrolled Risk Rating Controls implemented for risks identified Controls implemented for risks identified		





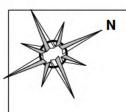
DAILY ON SITE RECORD TMP. HIGGINS Today's Date: Must be retained for 12 months. Diagram(s) Used: _ **TMP Details End Date Start Time** 1 1 House Number/RP: Road Name(s): Suburb: то FROM **Location Details** WORK SPACE SUPERVISOR Signature Contact Phone Number Name Qualification: STMS 1 Name (in charge) NZTA ID Number Expiry date Signature Qualification: STMS / STMS-NP / TMO 1 Delegation / Handover (Delete one) Time Handover/delegatio Name NZTA ID Number Expiry date Signature **CLOSURE TYPE** (circle) MOBILE / SHOULDER / CONTRAFLOW / STOP-GO / LANE / SEMI-STATIC / OTHER..... TTM Contractor Higgins TMNZ OTHER .. ATMS Site to be monitored maximum of 2 hourly and inspection documented below. Tick as required and add comments, If site control delegated to a TC/STMS-NP the STMS must inspect the site once each day. Monitoring Start Time **End Time** See over page for additional recording required Initialled by STMS Check for - PPE / Signs Correct / Conflicting Signs covered / Delineation correct / Lane widths / Peds&Cyclists / Property Access /.. Site Setup 11 11 in Place Site removal Temporary speed limit - it is a legal requirement to record the placement and location of TSLs. **Road Name** TSL ACTION Date Time TSL SPEED Length of TSL (m) Installed Remains in Place Removed To: RP / Num rom: (RP / Num) Road Name TSL ACTION Time TSL SPEED Length of TSL (m) Installed 1 1 Remains in Place Removed To: RP / Num rom: (RP / Num) Road Name TSL ACTION TSL SPEED Length of TSL (m) Date Time Installed Remains in Place 1 1 Removed rom: (RP / Num) To: RP / Num TSI ACTION TSL SPEED Length of TSL (m) Date Time Road Name Installed Remains in Place Removed 1 rom: (RP / Num) To: RP / Num Road Name TSL ACTION Date Time TSL SPEED Length of TSL (m) Installed 1 1 n Place 1 1 om: (RP / Num)

09 October 2023

Ite	ms to be inspected	TTM	2 Hourly	2 Hourly	2 Hourly	2 Hourly	2 Hourly	2 Hourly	2 Hourly	ТТМ
-		Set-up	Check	Check	Check	Check	Check	Check	Check	Remov
High-visibility	garment worn by all?									
Signs positio	ned as per TMP?									
Conflicting si	gns covered?						1 10	10 11		
Correct delin	eation as per TMP?									
ane widths	appropriate?								1	
Appropriate	positive TTM used?			-						
ootpath sta	ndards met?									
Cycle lane st	andards met?									
Traffic flows	OK?			16						
Adequate pro	operty access?					1				
	ction area is clear?									
Relei to Dai	ner design statementy									
Time inspect	ion completed:									
Signature:										
	Additional Comments	/ Notes								
Time	Additional Comments	Notes	2		1 1					
	-									
	1									
			AP	PROV	ED					
			AP CAR E9		ED					

STMS Number Kapiti Coast District Council 09 October 2023

Part of the second seco	Checking process for TMPs	orden t-				HI	GGII	VS
This form must be c	completed prior to set up of a w	orksite.				444		®
Road name(s)			House number/RP(s)				Suburb	
TMP reference no.		TMD no(s).					Note: The checking include all the TMD	
Category	Points to consider		Y	N	Commen	t/Mitigation		
Road	Is this at the correct road leven Does your traffic count confin volume in the TMP?	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~						
Shape	Are the following catered for Intersections Vertical Curves (hills) Horizontal Curves (comer Sufficient advance warning	rs)						
Direction and protection	Check that there is: sufficient length to place the direction and protection sufficient road width to plate planned direction and protection and protecti	ace the tection ie 75m on both						
Required speed restrictions	Has the correct TSL been selected for the work activity and worksite?							
Plant and equipment	Will plant and equipment fit within the designated working space?							
Personal safety	Are all workers able to carry out their work within the designated working space?							
	Does the diagram(s) match the road environment at the site?							
Layout diagrams	Will the installed TTM manage heavy vehicles passing through the worksite? Are any changes required to the TMD?							
Completed by:	*					52.	4.	V. 1
STMS in charge of the TTM	Name	APPE	Sigi	nature		Date	Qualification	ID number
		CAR E9685	76					

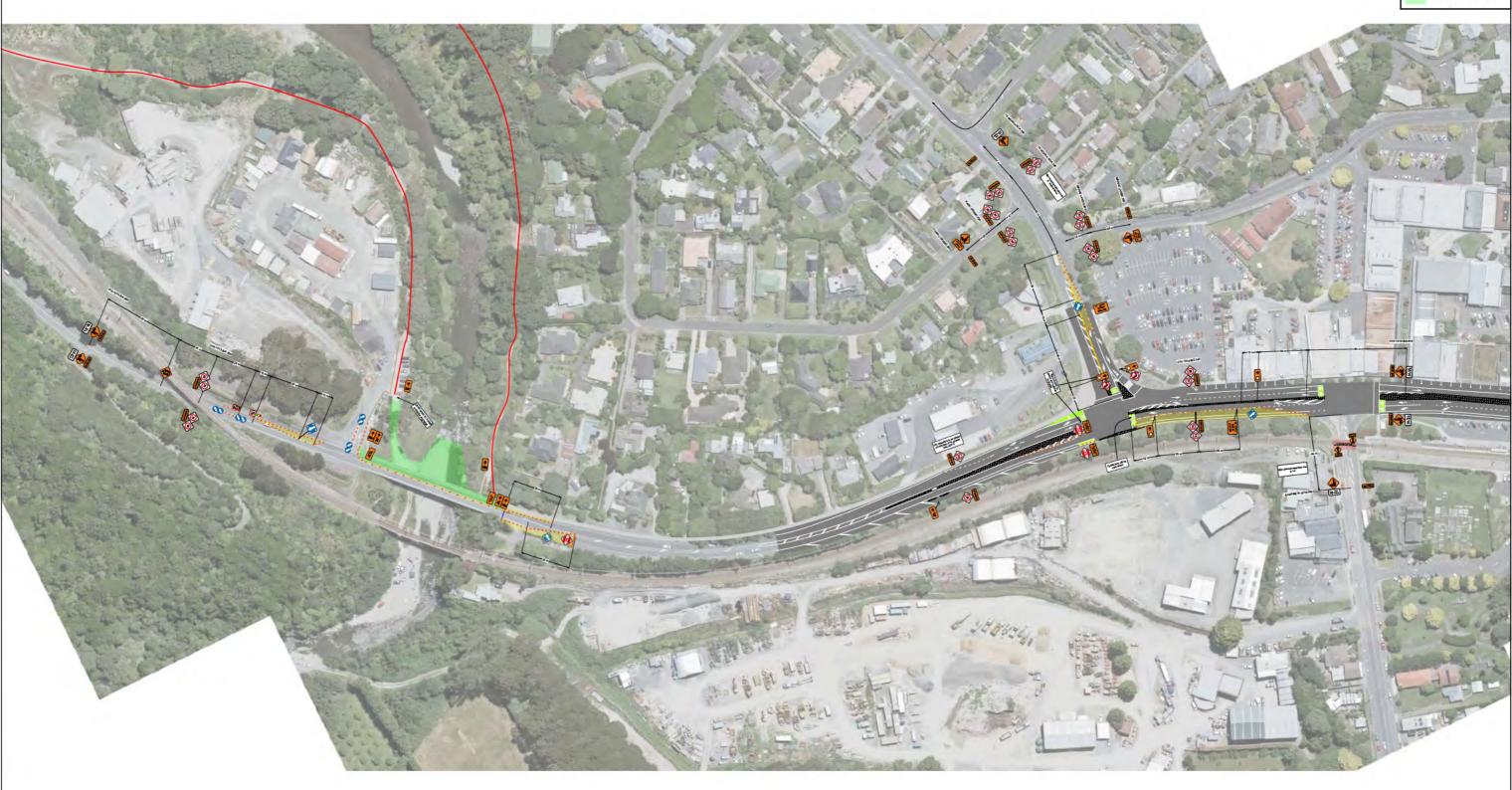


Legend

www.invarion.com

Delineator Safety Zone Site fencing

Work Area



Contractor (TTM):
HIGGINS®
showing the way

Designer: CAT-ABC-NP TTMP-NP NZTA ID: 146474 Client:

BRIAN PERRY CIVIL

CAR E968576

09 October 2023

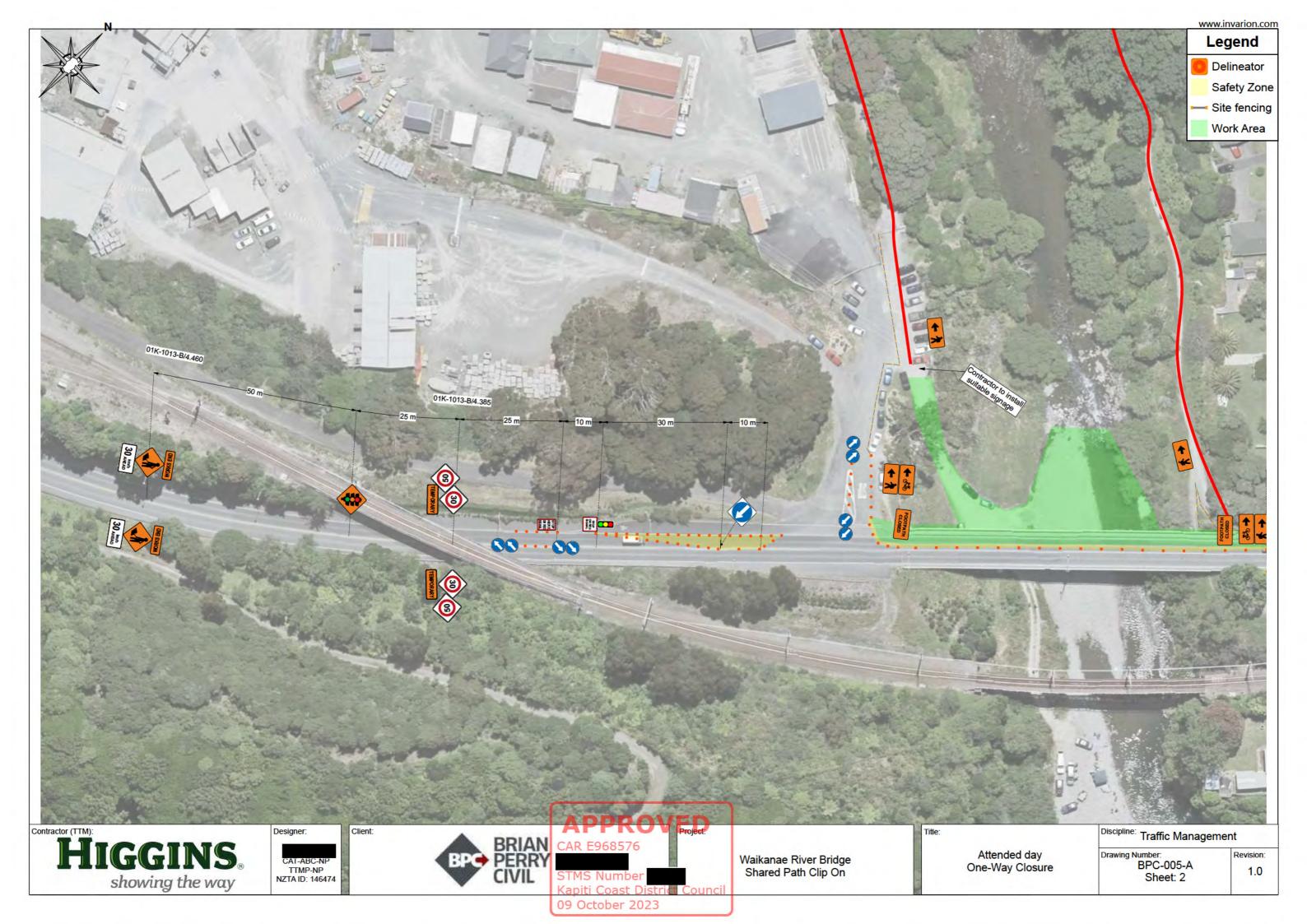
Waikanae River Bridge Shared Path Clip On

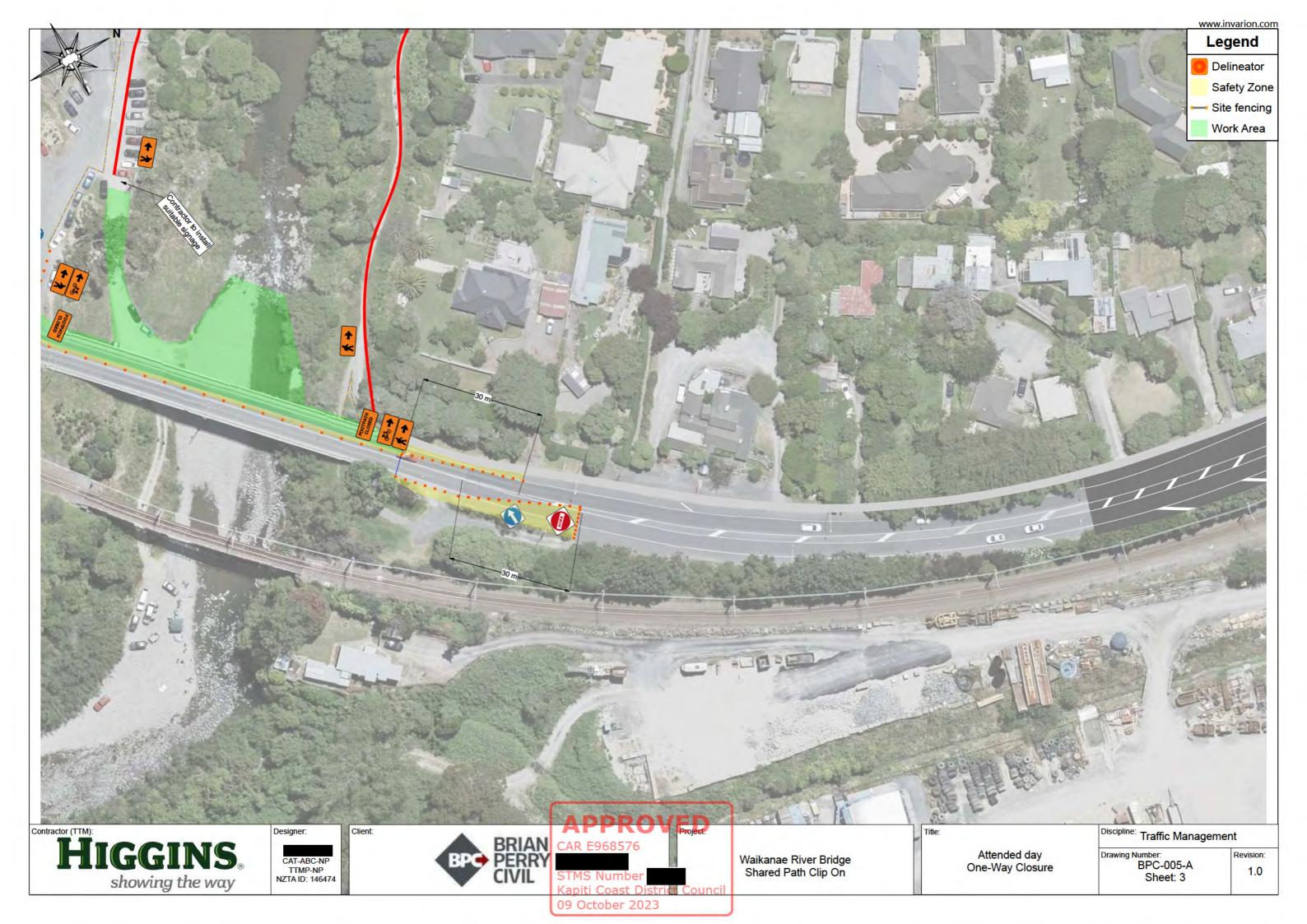
Attended day One-Way Closure

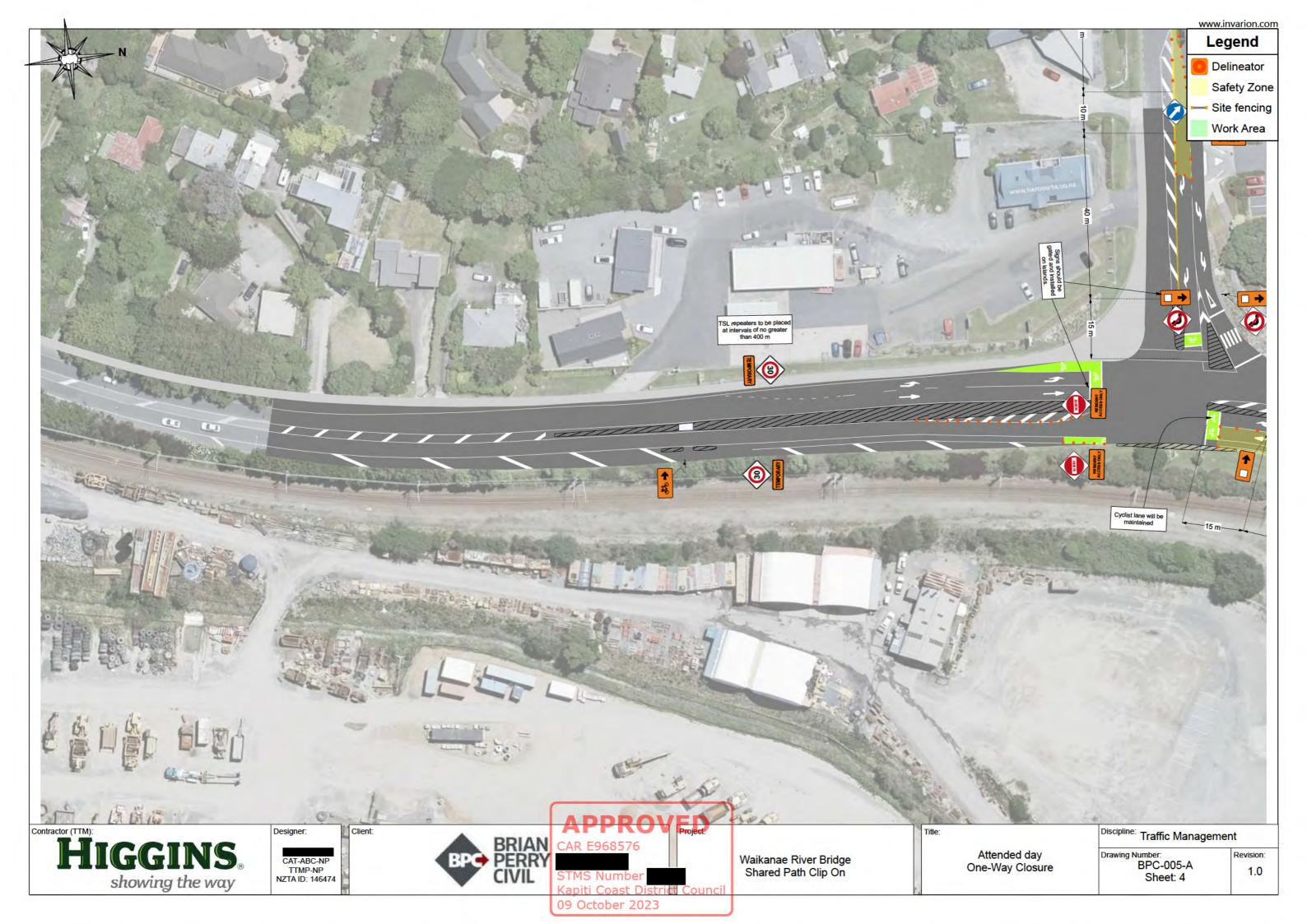
Discipline: Traffic Management

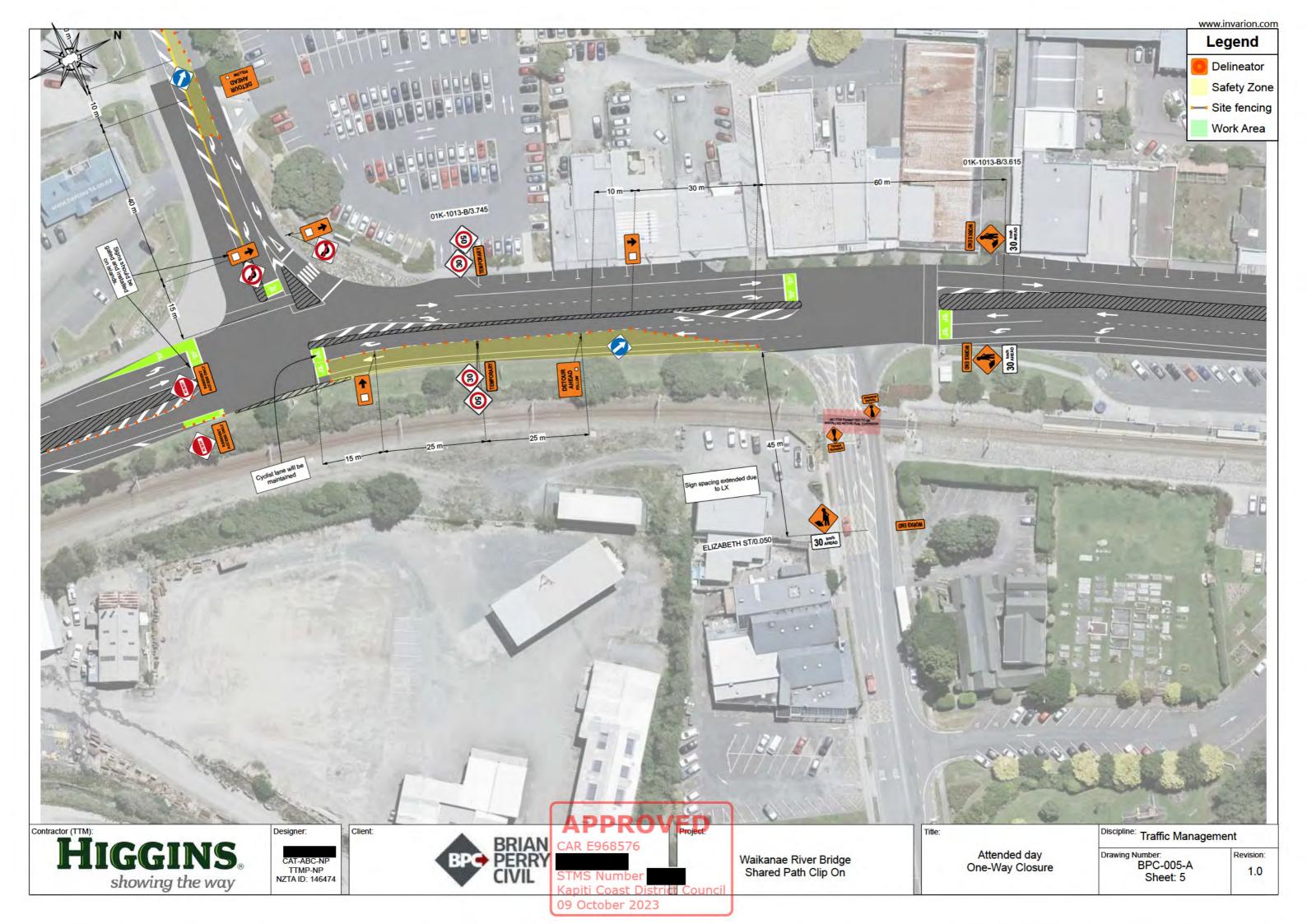
Drawing Number: BPC-005-A Sheet: 1

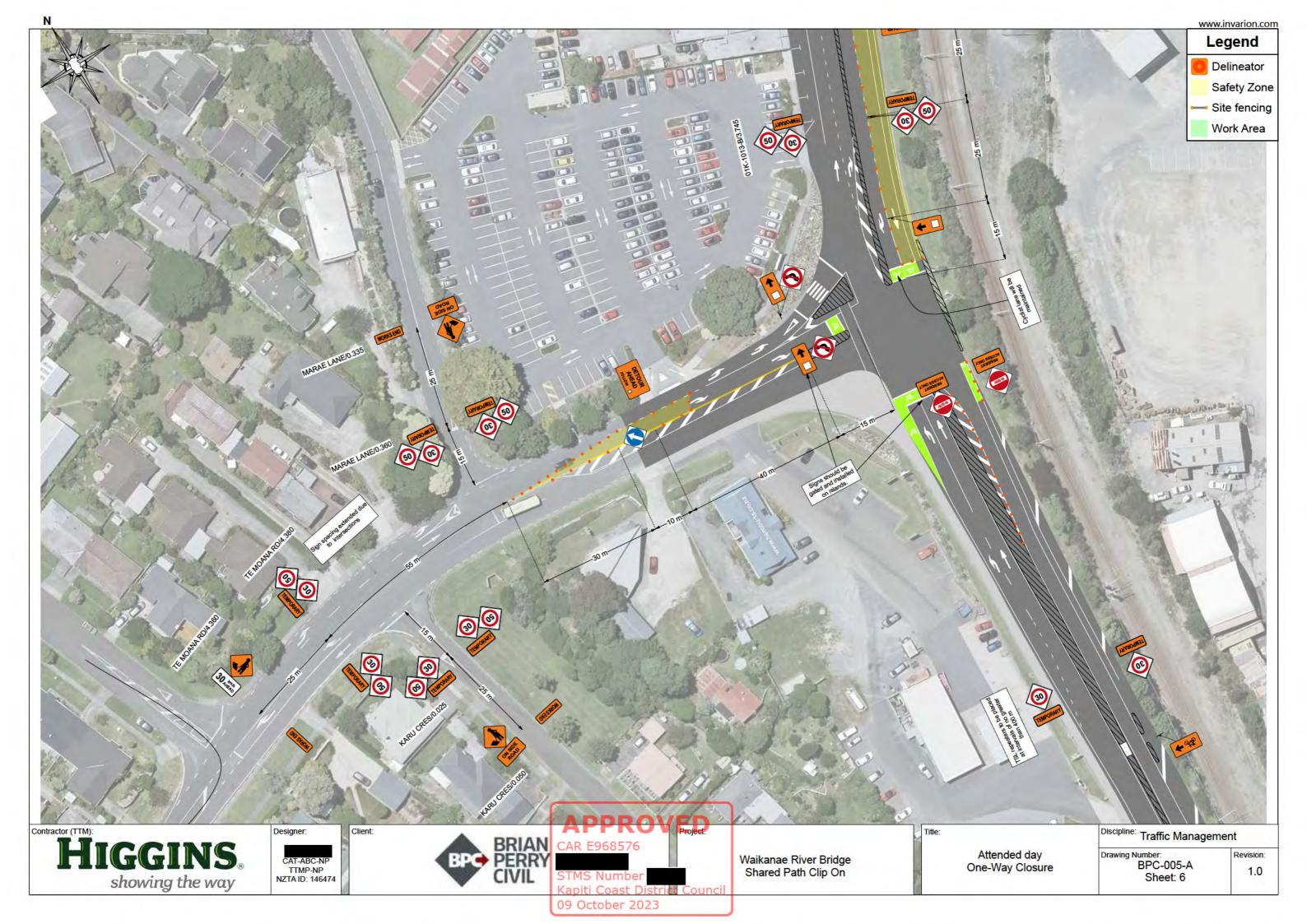
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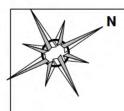












www.invarion.com Legend

Delineator Safety Zone

Work Area



Contractor (TTM):
HIGGINS®
showing the way

Designer: CAT-ABC-NP TTMP-NP NZTA ID: 146474 Client:

BRIAN PERRY CIVIL

CAR E968576

09 October 2023

Waikanae River Bridge Shared Path Clip On

Attended night Road Closure

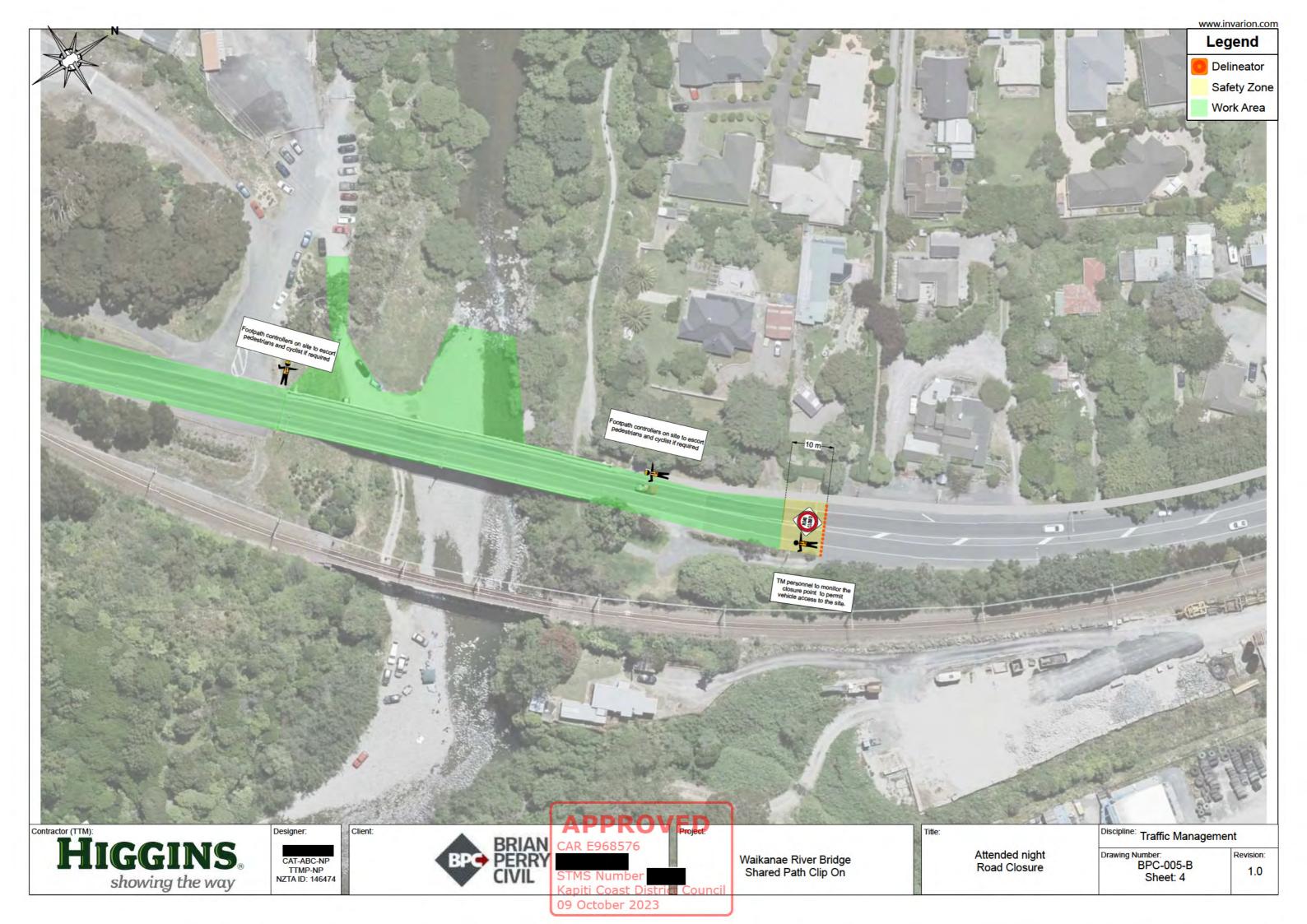
Discipline: Traffic Management

Drawing Number: BPC-005-B Sheet: 1

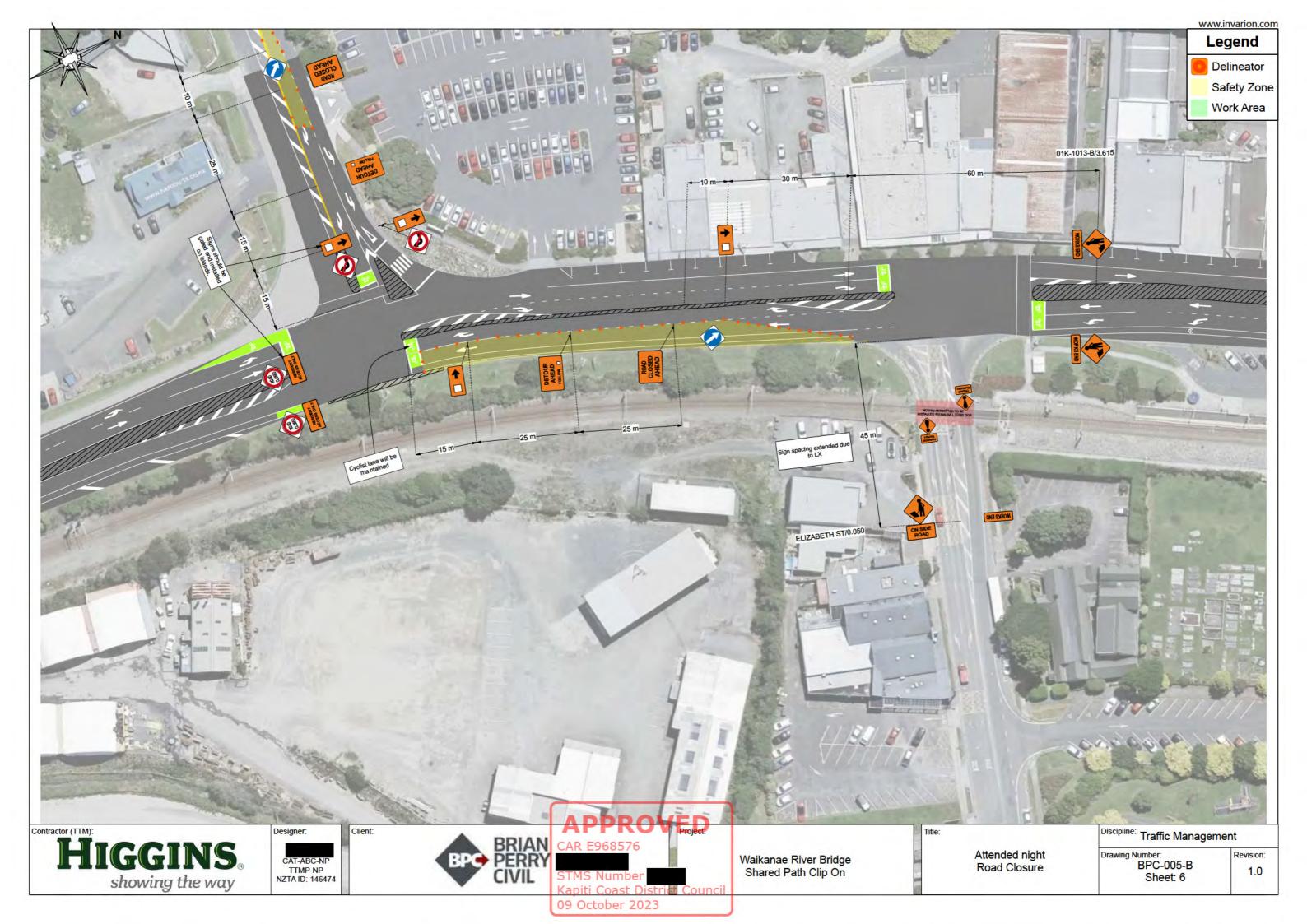
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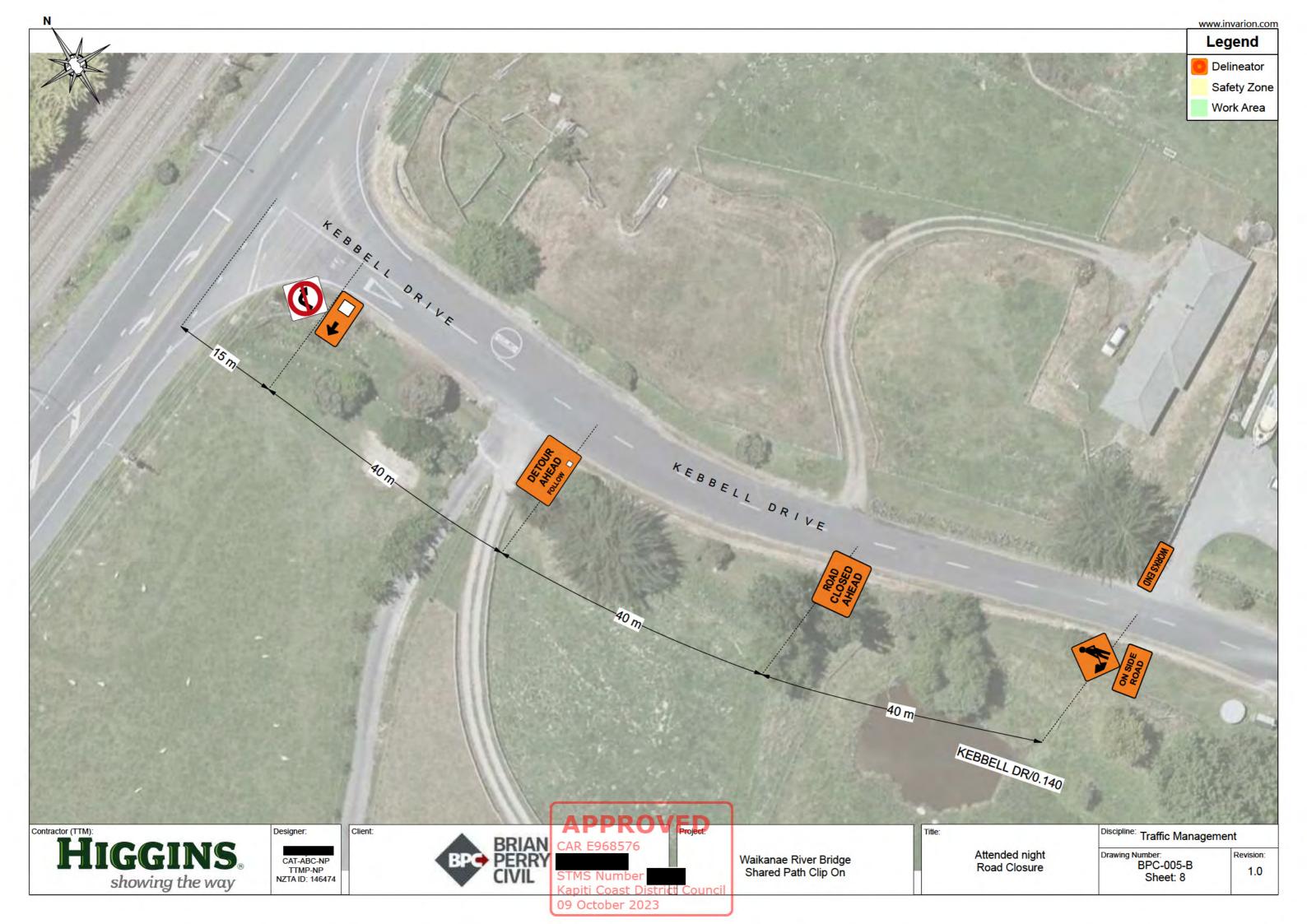


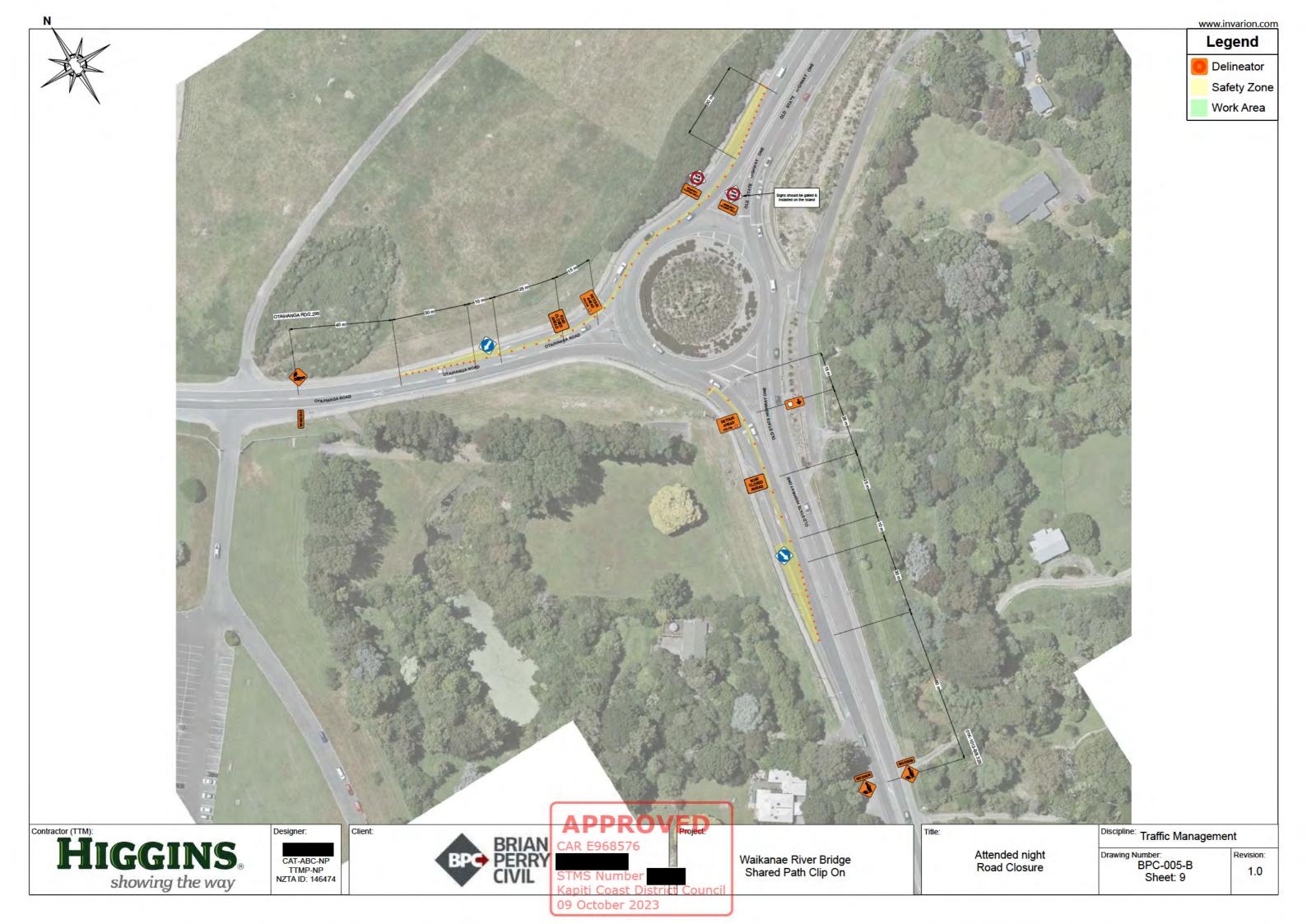




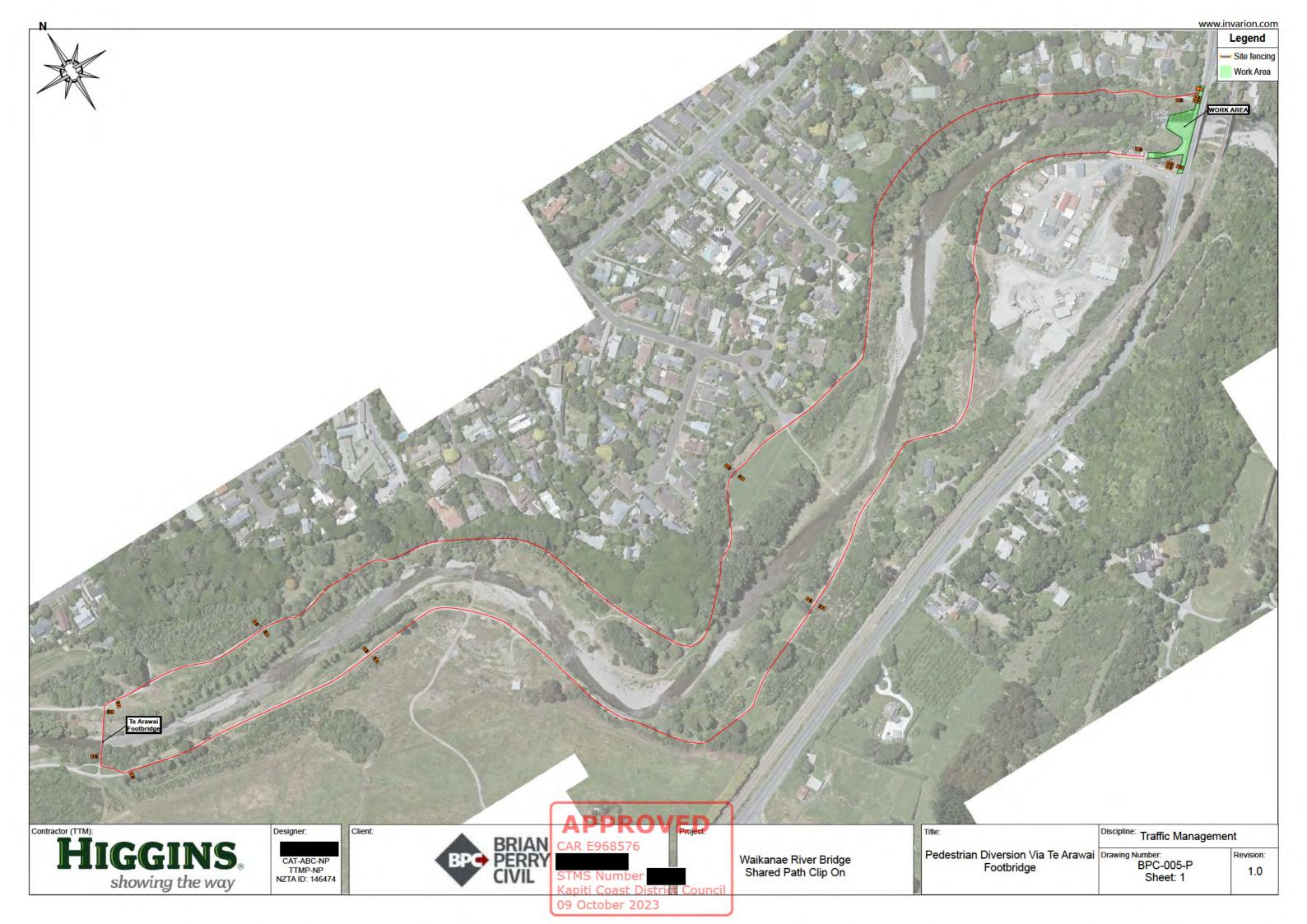


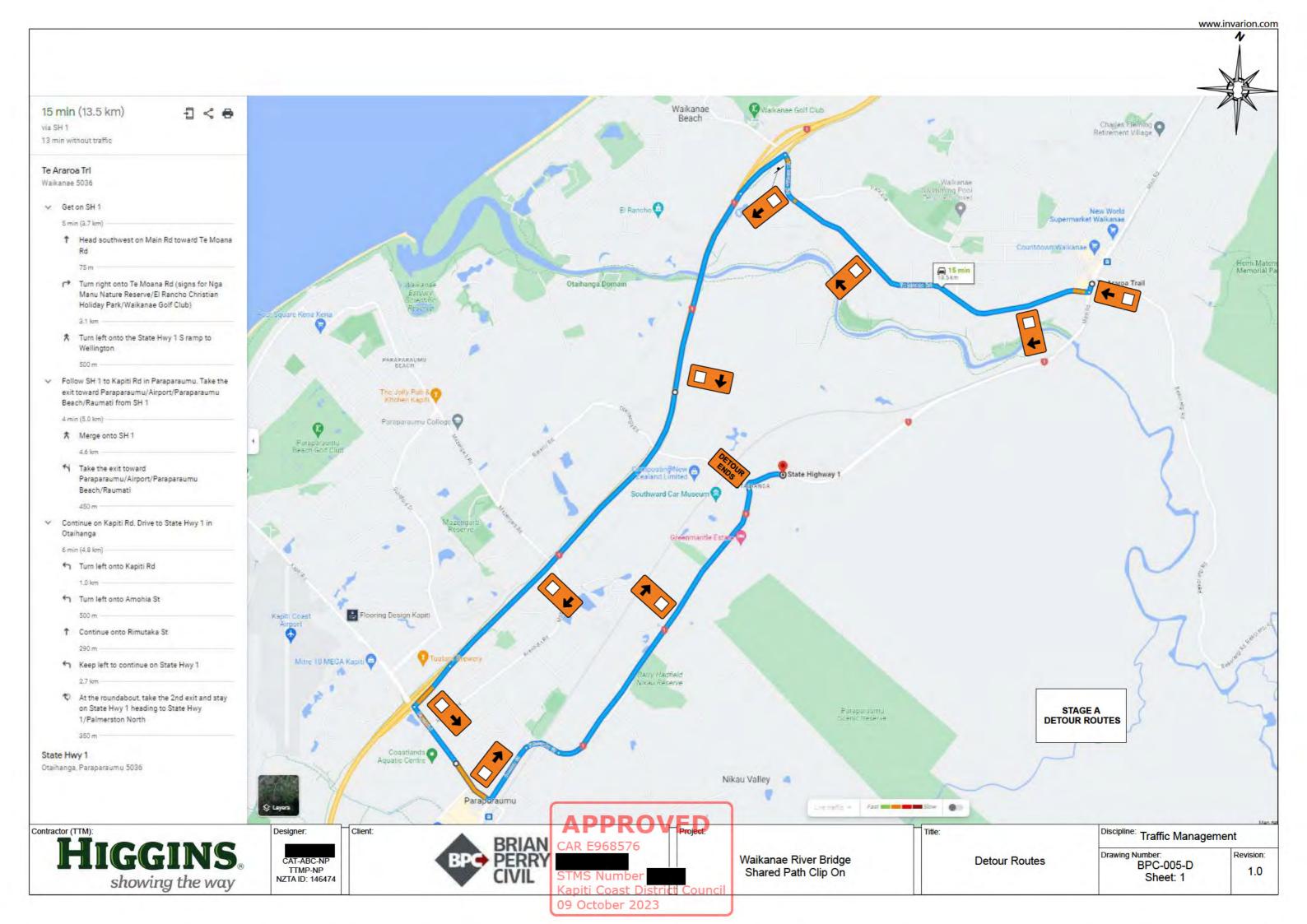


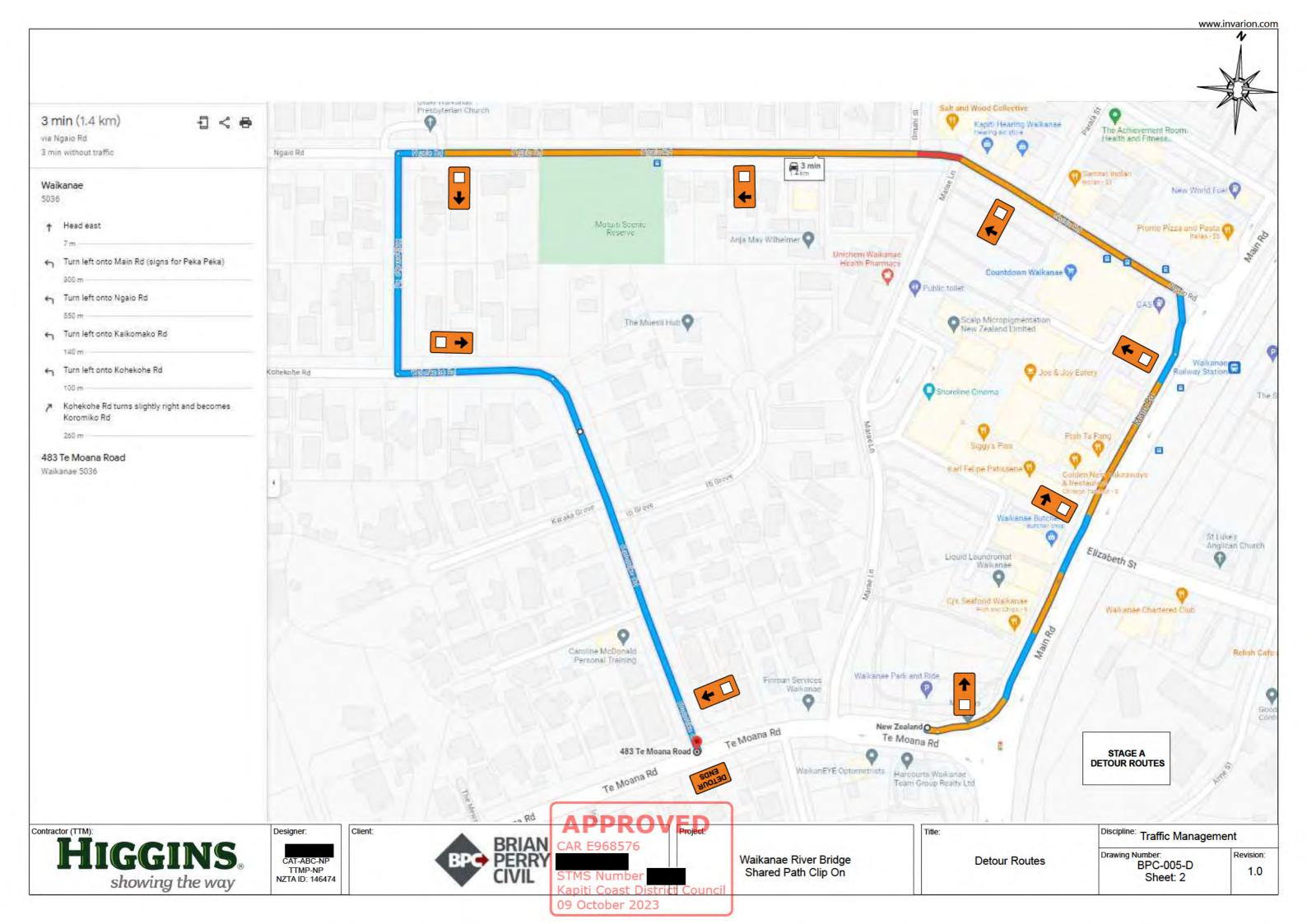


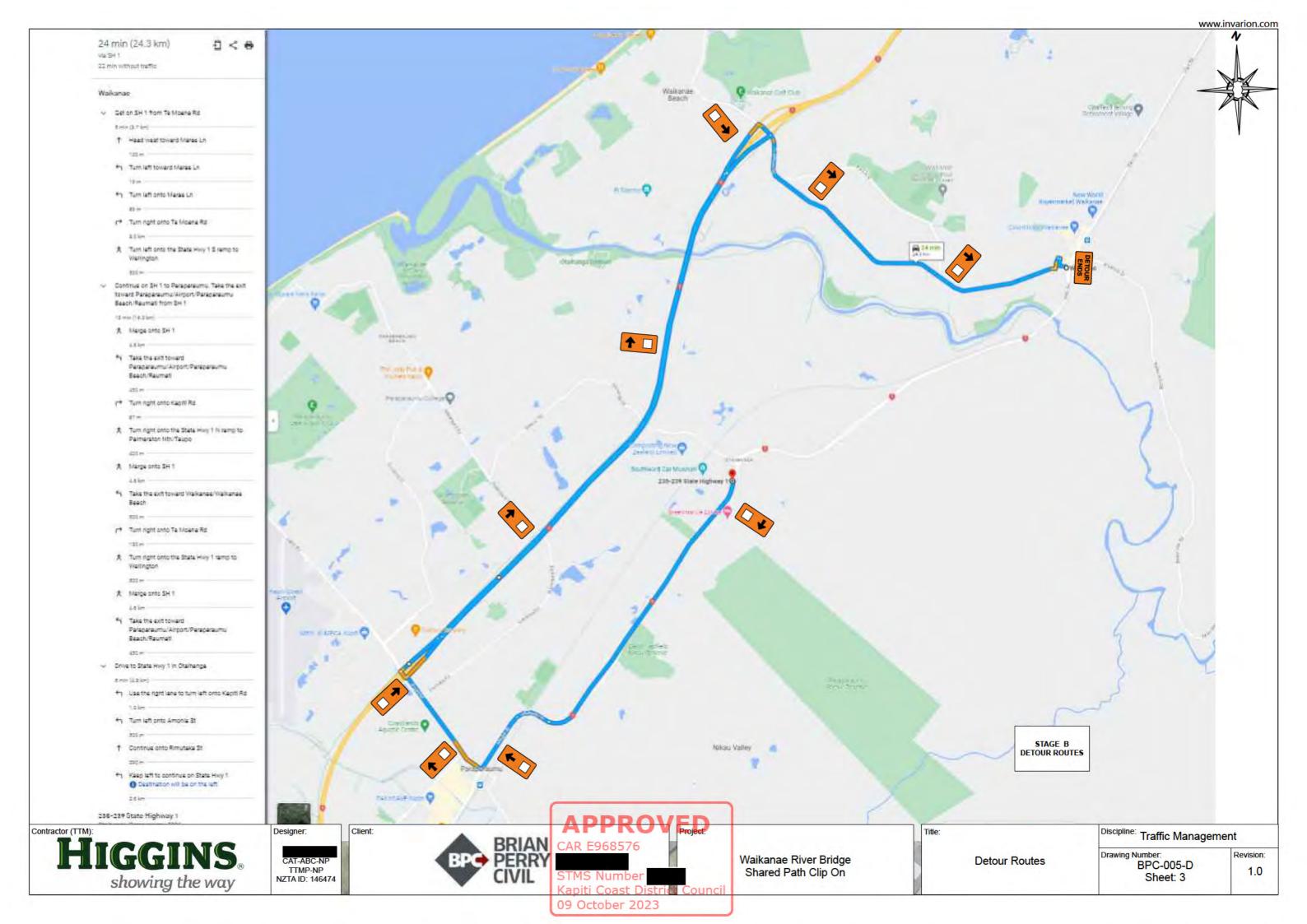














Contractor (TTM):
HIGGINS
showing the way

Designer:

Client:

CAT-ABC-NP TTMP-NP NZTA ID: 146474

BRIAN CAR E968576
PERRY
CIVIL STMS Number

09 October 2023

Waikanae River Bridge Shared Path Clip On

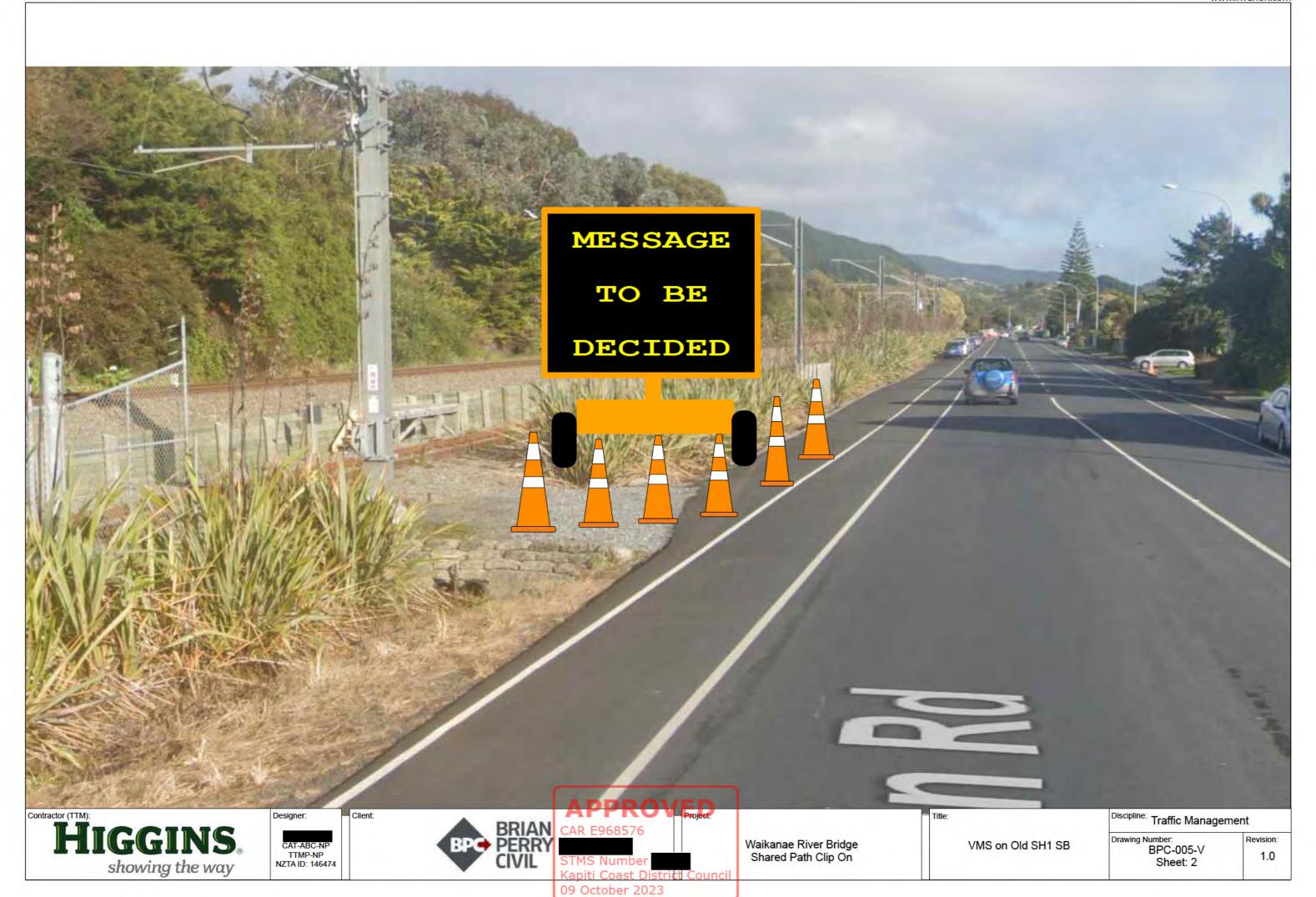
VMS on Te Moana Road

Discipline: Traffic Management

Drawing Number: BPC-005-V Sheet: 3

1.0





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: BPC-005

Waikanae River Bridge Shared Path Clip-on

1.2

Version:

Contractor (Working space):



Principal (Client):



Contractor (TTM):

HIGGINS.

RCA:





	Road names and suburb	House no./RPs (from and to)	Road level	Permanent speed
Location details and road characteristics RPs obtained from Mobile Road	Old State Highway One Waikanae	01K-1013-B/3.615 To 01K-1013-B/5.560	1	50
	vvaikanae	01K-1013-B/5.560 To 01K-1013-B/8.325	1	80
	Elizabeth Street Waikanae	ELIZABETH ST/0.050 To ELIZABETH ST/0.000	1	50
	Te Moana Road Waikanae	TE MOANA RD/4.360 To TE MOANA RD/4.540	1	50
	Karu Cres Waikanae	KARU CRES/0.050 To KARU CRES/0.000	1	50
	Kebbell Drive Waikanae	KEBBELL DR/0.140 To KEBBELL DR/0.000	1	50
	Marae Lane Waikanae	MARAE LANE/0.360 To MARAE LANE/0.383	1	50
	Otaihanga Road Otaihanga	OTAIHANGA RD/2.295 To OTAIHANGA RD/2.424	1	60

CAR E968576

STMS Number

Section E, appendix A: Traffic management plans





Location of loop points	To be communicated by STMS at toolbox prior to commencing installation/removal operations	To be conducted using any legal turn down any side road or at any roundabout. U-Turns are not advised
	AADT (Mobile Road)	Peak flows
Traffic details	Old SH1: 9078 (est) 23/12/2021 3.107% heavy	AM: 0530 – 0830
(main route)	Te Moana Road: 8168 (est) 23/06/2022 5% heavy	PM: 1600 - 1900
	Elizabeth Street: 8749 (est) 23/06/2022 5% heavy	

Description of work activity

Installation of a shared path clip-on on the northbound side of the Waikanae River Bridge to enhance the safety and accessibility of the area around the bridge for both pedestrians and cyclists.

Apart from Thrie-Beam barrier installation, all works will be wholly contained under the bridge. However, once the Thrie-Beam has been installed there will no longer be enough footpath width for pedestrians to safely traverse the bridge. Thereby requiring alternative safe access for pedestrians to be provided.

- Handrail along existing footpath to be removed at start of construction.
- Install of 5 Truss sections requiring crane lift from road (100T & 5T Mobile cranes)
- · Construction of North and South Abutments.
- · Installation of Thrie Beam barrier on existing footpath

Works are expected to require 52 days to complete

Planned work program	me						
Start date	16/01/20)24 Time	24/7	End date	16/04/2024	Time	24/7
Consider significant stages, for example: road closures detours no activity periods.	One Way Closure Site Installation: 0400 AM to 0600 AM - Site setup will take place early morning before the morning Site Active: 0700 AM to 1900 PM - One Way Closure may remain in place 24/7 as required TTM removal: As required outside the peak time. Road Closure Site Installation: 1900 PM to 2100PM - as per required during the attended night Site Active: 2100 PM to 0400 AM - Full closure of Old SH1 in place Removal: 0400 AM to 0530 AM - As required outside the peak time.						
Alternative dates if activity delayed	Not required. S range.	hould delays occu	r due to outs	ide influences th	is TMP will be re-applied for v	vith a nev	v date
Road aspects affected	(delete either Ye	s or No to show w	hich aspects	are affected)		-	
Pedestrians affected? Cyclists affected?	200	Property access Restricted parkir		Yes No	Traffic lanes affected? Delays or queuing likely	/?	Yes Yes



Installation

storage)

(includes parking of

plant and materials

Proposed traffic management methods

The order of works is as follows:

- 1. Drive through of site location to assess layout and check TMP is appropriate for use
- 2. Identify the TMD to be used in the operation.
- 3. Undertake a TMP check on the accompanying form prior to commencing activities
- 4. Toolbox with TM Crew in a safe location off the road where the STMS shall:
 - Document and reference the risks/hazards in relation to the environment on the JSEA. This
 will then be reviewed with the team.
 - Once risk assessment is complete and aligned with the team, all personnel will then signon to the JSEA and Daily Pre-Start form.
- 5. Pre-start checks of all participating vehicles and plant
- 6 TTM installation
- 7. Onsite toolbox with work crew

All vehicles taking part in the TTM activity will have the correct signage and flashing beacons.

The TTM installation is to take place no earlier than 0830 AM and is expected to be finished by 0930 AM, wherein the works inside the TTM site may occur.

No less than 30-minutes prior to commencing TTM installation the STMS shall call WTOC to advise of operations

Looping

All TTM vehicles participating in the TTM installation operation must use the designated loop points. When the work vehicle is ready to loop, personnel working from the deck of the work vehicle must ensure that the deck is safe and secure prior before disembarking and entering the cab of the work vehicle. This must be carried out with protection from the shadow vehicle. The STMS MUST NOT loop with personnel on the deck, all personnel must be seated in the cab AND correctly wearing their seatbelts.

Mobile: Site Installation - Level 1 Cat-B (Over 65km/h)

For installation of any TTM equipment for this TMP the STMS must utilise a mobile operation with tail pilot due to the high speed of the road. The tail pilot must be 5-20 seconds travel time (100m-600m) behind the work vehicle.

- The tail pilot must have a T1A workman sign visible on the rear of the vehicle.
- The work vehicle must have a TV4 "pass with care" or compliant level 1 arrow board installed and in use, displaying the appropriate signage for the stage of the mobile operation.
- For tasks/operations requiring works from the deck of the work vehicle, a shadow vehicle must be employed in addition to the tail pilot.
- The horizontal arrow board MUST NOT be used in such a way that it directs traffic into an opposing traffic flow
- The works must not remain static for longer than 10-minutes.

Mobile: Site Installation - Level 1 Cat-A (Under 65km/h)

For installation of any TTM equipment for this TMP, the STMS must utilise a mobile operation.

- The work vehicle must have a compliant level 1 arrow board installed and in use, displaying the
 appropriate signage for the stage of mobile operation
- For tasks/operations requiring works from the deck of the work vehicle, a shadow vehicle must be employed.
- The horizontal arrow board MUST NOT be used in such a way that it directs traffic into an opposing traffic flow
- The works must not remain static for longer than 10-minutes.

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	Site Installation Methodology: The abovementioned mobile procedure will be utilized to setup the closure. All advanced warning signage will be installed on the left-hand side of the road first. This will be carried out by traversing the network in a clockwise fashion, installing signage on side roads as they are passed. Once all advanced warning signage is installed the correct delineation and delineation signage can be installed.					
Installation (cont.) (includes parking of plant and materials	 Centreline delineation will be installed first Following installation of centreline delineation, leading taper and delineation along the work area may be installed 					
storage)	Road closure					
	Detour signage must be installed first.					
	 Delineation to be installed across the inbound lane(s) at points of road closure and remaining traffic allowed to flush out before delineation is installed across the outbound lane(s). 					
	Once the STMS has performed a site check and has ensured the site is set up as per TMP, the work crew					
	may then be inducted to site by the STMS.					
	During the attended day the site will consist of One-way closure under 30km/hr TSL with signed detour.					
	This closure will be manned/attended 24/7.					
	30km/hr TSL used to minimise the risk to workers and stop-go in place for Northbound traffic in case of emergency vehicles needing to get through the closure to head southbound, also for prioritise school buses in the morning. (Mon-Fri)					
	Closure of the northbound lane on the Waikanae river bridge, with priority given to northbound traffic. Vehicles traveling southbound will be detoured to Express Way via Te Moana Road.					
	4.0m lane width is maintained throughout the one-way closure.					
	Provisions included to hold NB traffic as a contingency. Residents coming from the northbound are able to pass the bridge to the southbound by holding traffic on the northbound.					
	Mobil petrol station access and exit maintained through Te Moana Road.					
	Shoulder closure for the construction of North and South abutments. (Refer TMD: BPC-005 Sheet :1)					
	Pedestrians and Cyclists Diversion					
Attended (day)	Closure of pedestrian and vehicle river access on the northern side of the Waikanae Bridge.					
	Pedestrians and cyclists detoured via the Te Arawai footbridge. Pedestrian and cyclist signage (TU31/35 TU41/42) will be used to guide cyclists and pedestrians.					
	Following the removal of the barrier from the footpath. Fences need to be installed on the road against the kerb,					
	TTM with a stop-go paddle to monitor vehicles and pedestrians coming from Gold Coast House removal and Waikanae Dricon.					
	TM personnel to be stationed along the footpath as required, they shall monitor, and direct pedestrians and cyclist as required.					
	General					
	All residential and commercial property accesses must be maintained at all times unless otherwise agreed by the owner/occupier.					
	Additional TTM personnel to be strategically placed so they may monitor and direct vehicles entering and exiting residential and/or commercial access ways.					
	VANC beauticular to a critical and the NID and CD beautical CD to an area of the NID and the CD beautical CD to a control of the CD beautical CD to a control of the CD beautical CD beauti					

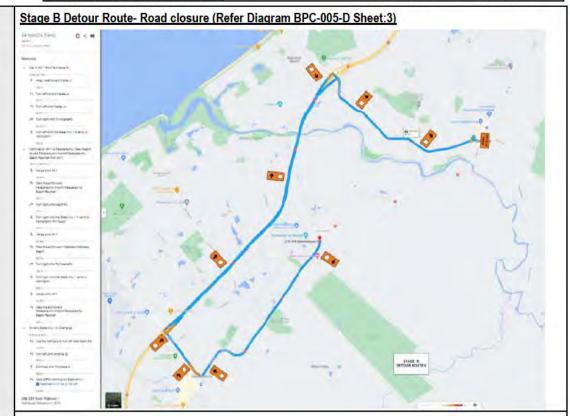


VMS boards will be positioned on the NB and SB lanes on Old SH1 and on Te Moana Road.



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Site may remain as One-way closure during attended night with detour signage. The site will be consisting of full road closure with signed detour. Vehicles travelling southbound will be detoured to Expressway via Te Moana Road (Detour remains in place as attended day) and vehicles travelling northbound will be detoured to Expressway via Kapiti Road. The closure point of the road closure will be manned during attended night, and TTM personnel will be positioned at each end of the closure to permit access to the site vehicles. Attended (night) TM personnel to monitor and direct cyclists and pedestrians at the northern and southern abutments of Waikanae Bridge as required. No cyclists or pedestrians anticipated at night. If encountered will be halted until lifting operation made safe to Spotters will be actively watching and communicating through the radio transmitter and will notify the work crew in their presence. Work may temporarily cease as they pass the work area. Unattended The site will not be left unattended at any time. (day/night) Stage A Detour Route - One-way closure (Refer Diagram BPC-005-D Sheet:1) **Detour route** Stage A & B Detour Route- One-way closure (Refer Diagram BPC-005-D Sheet:2) STRIFE & B B



Does detour route go into another RCA's roading network?

No

If Yes, has confirmation of acceptance been requested from that RCA?

Not required

Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.

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No less than 30-minutes prior to commencing TTM removal the STMS shall call WTOC to inform of operations

Mobile: Site Removal - Level 1 Cat-B (Over 65km/h)

For removal of any TTM equipment for this TMP the STMS must utilise a mobile operation with tail pilot due to the high speed of the road. The tail pilot must be 5-20 seconds travel time (100m-600m) behind the work vehicle.

- The tail pilot must have a T1A workman sign visible on the rear of the vehicle.
- The work vehicle must have a TV4 "pass with care" and RD6R or compliant level 1 arrow board installed
 and in use, displaying the appropriate signage for the stage of the mobile operation.
- For tasks/operations requiring works from the deck of the work vehicle, a shadow vehicle must be employed in addition to the tail pilot
- The horizontal arrow board MUST NOT be used in such a way that it directs traffic into an opposing traffic flow
- The works must not remain static for longer than 10-minutes.

Removal

Looping

All TTM vehicles participating in the TTM installation operation must use the designated loop points. When the work vehicle is ready to loop, personnel working from the deck of the work vehicle must ensure that the deck is safe and secure prior before disembarking and entering the cab of the work vehicle. This must be carried out with protection from the shadow vehicle. The STMS MUST NOT loop with personnel on the deck, all personnel must be seated in the cab AND correctly wearing their seatbelts.

Mobile: Site Removal - Level 1 Cat-A (Under 65km/h)

For removal of any TTM equipment for this TMP, the STMS must utilise a mobile operation.

- The work vehicle must have a compliant level 1 arrow board installed and in use, displaying the
 appropriate signage for the stage of mobile operation
- For tasks/operations requiring works from the deck of the work vehicle, a shadow vehicle must be employed
- The horizontal arrow board MUST NOT be used in such a way that it directs traffic into an opposing traffic flow
- The works must not remain static for longer than 10-minutes.

Site Removal Methodology:

- The abovementioned mobile procedure will be utilized to remove the closure.
- When the STMS deems it safe to remove the TTM installed, they will remove all delineation and delineation signage first.
 - Delineation along the work area to be removed first
 - Once work area delineation has been removed, all centreline delineation may be removed.

Removal (cont.)

Road closure

- Delineation across outbound lanes of road closure to be removed first, followed by delineation across inbound lanes at closure point
- Once work area delineation has been removed, all delineation may be removed.
- Once all delineation is removed, the STMS may then remove the advance warning signage. This will be carried out by traversing the network in a clockwise fashion, removing signage on side roads as they are passed.
- Detour signage to be removed last
- Once the STMS has performed a site check and has ensured the site has been fully removed, they will
 record this on their on-site record prior to leaving the work area.





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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 of traffic management diagrams)
Attended day	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 365m situated between 01K-1013-B/3.745 and 01K-1013-B/4.374 on State Highway One. A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 25m situated between KARU CRES/0.025 and KARU CRES/0.000 on Karu Cres. A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 160m situated between TE MOANA RD/4.380 and TE MOANA RD/4.540 on Te Moana Road/ A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 0m situated between MARAE LANE/0.360 and MARAE LANE/0.360 on Marae Lane	24/7 As required	16/01/2024 To 16/04/2024	BPC-005-A Sheet: 1 to 6
Attended night	Road closure No TSL required	91	1-	- =
TSL duration	Will the TSL be required for longer than 12 months? If yes, attach the completed checklist from section I-18: Processes for TSLs to this TMP.	Guidance on TMP	Monitoring	No

Positive traffic management measures

Additional delineation may be installed at the STMS's discretion to reduce driver speed and improve public/worker safety.

The STMS may install additional TSL repeater signage to provide greater impact to public.

Lane widths will be narrowed to the minimum allowable for the given TSL further reduce driver speed.



Contingency plans

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 from 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 instal ed > OVFD

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.

CAR E968576

Traffic control devices manual part 8 CoPTTM



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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

If visibility is low due to weather conditions (ie Less than CSD of 3x Posted Speed Limit), then the work may be postponed and will continue once the weather conditions have improved.

Excess Traffic Delays

Should delays of greater than 5-minutes occur due to the TTM installation, the installation is to be stopped and restarted once the traffic flows have reduced. Should delays be caused by an already established closure the STMS shall increase lane widths and/or open traffic lanes where appropriate.

Works Running Late

In the event of a breakdown or other unforeseen circumstance that causes works to run late, the contingency of 'excess traffic delays' above will apply along with informing the RCA immediately. This may also result in a request for an extension of work for that day. Under these circumstances, the STMS will seek approval from the TMC

Provision to hold traffic on Northbound for emergency services.

Emergency Services

Should an emergency services vehicle under lights and siren approach site they shall be given right of way and may be assisted through site by a TM vehicle. In the event of an emergency on site, all works shall cease, and area be rendered safe. All onsite personnel shall report to the assembly area while the emergency is managed. In these situations, the STMS may alter TTM as required to better manage the emergency.

Authorisations								
Rail corridor interactions	Will works be within 4m of rail corridor, or TTM placed within 100m of a level crossing?			Has approval been granted?	Pending			
	Kiwi rail approval to be uploaded to CAR and provided to STMS							
Parking restriction(s) alteration authority	Will controlled street parking be affected?		No	Has approval been granted?	Not required			
alteration authority								
Authorisation to Will portable traffic signals be work at permanent permanent traffic signals be on the work at permanent traffic signals be on the work a			Yes Has approval been granted		Pending			
traffic signal sites	Authorisation to work at permanent traffic signal sites to be uploaded to the CAR and provided to the STMS							
Road closure	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?			Has approval been granted?	Pending			
authorisation(s)	Road closure authorisation granted upon TMP approval							
Bus stop relocation(s) –	Will bus stop(s) be obstructed by the activity?		No	Has approval been granted?	Not required			
closure(s)								
Authorisation to use portable traffic	Make, model and description/number	Not required						
signals	NZTA compliant?	Not required						







EED			
Is an EED applicable?	No	EED attached?	Not required

Delay calculations/trial plan to determine potential extent of delays

Significant delays are expected under this TMP. Vehicles detouring through Te Moana Road experience a delay of 15 minutes, and vehicles detouring through Kapiti Road experience a delay of 24 minutes.

Public notification plan

Public notifications may include (but not limited to):

- Weekly email to KCDC with Local Road update.
- · Public newspaper and radio announcements
- Letter drops
- . Comms Team may also have one on one meetings to share information with affected local businesses/residents.
- DYNAC and NEIMS platforms will be utilised (in consultation with WTOC Planned Works) to allow 7 days pre-conditioning in conjunction with 14-days preconditioning with contractor MVMS.
- Mobile VMS (contractor)
- Providing to the residents will help identify them when they approach the closure points for residence access.



Public notification plan attached?		No
On-site monitoring	plan	
Attended (day and night)		Il be on site at all times during setup, breakdown, and times of active works. nall record site-checks on their On-Site Record at a frequency of no less than two-hourly.
Unattended (day and/or night)	The site will r	not be left unattended at any time.

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

- All recording of staff briefing shall be recorded on the daily hazard ID form.
- Hazards and mitigations shall be recorded in the JSEA.
- Site checks are to be recorded on the appropriate company "On Site Record for TTM" form.
- The TMP checking process is to be recorded on the "Checking Process for TMPs" form

These forms will be filled in by the STMS.





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Site safety measures

The minimum standard of PPE equipment for all personnel on site shall be:

- Ankle to Wrist Full Cover
- TTMC Hi-Vis vest
- Ankle high lace-up steel cap boots
- Hard hat
- Safety glasses
- TTMC Wet Weather gear as required

All personnel on site must be fully inducted on all safety aspects for the site, and if required they must meet the minimum standards listed above

All personnel and plant on site must remain clear of lateral and longitudinal safety zones.

Any person who does not wear the adequate PPE as listed above will be asked to leave site immediately.

Any non-inducted site visitors must be inducted to site and escorted at all times; they are able to observe the works only.

Temporary safety barrier system be used at this worksite?		designed by an installation design independently reviewed as being fi		Not required
ment from temporary safety ba	rrier insta	allation designer attached	Not required	
				independently reviewed as being fit for purpose?



C2.4 Level 1 worksite layout distances

	manent speed limit or RCA- ignated operating speed (km/h)	≤50	60	70	80	90	100
Tra	ffic signs						
A	Sign visibility distance (m)	50	60	70	80	90	100
В	Warning distance (m)	50 or 30*	80	105	120	135	150
C Sign spacing (m)		25 or 15*	40	50	60	70	75
Safe	ety zones						
D	Longitudinal (m)	10 or 5*	15	30	45	55	60
E	Lateral (m)	1	1	1	1	1	1
	Lateral behind barrier installation	As	specifie	d by the Ir	nstallation	Designer	
Тар	ers						
G	Taper length (m)#	30	50	70	80	90	100
K	Distance between tapers (m)	40	50	70	80	90	100
Del	ineation devices						
Cor	ne spacing in taper (m)	2.5	2.5	5	5	5	5
Cor	ne spacing: Working space (m)	5	5	10	10	10	10

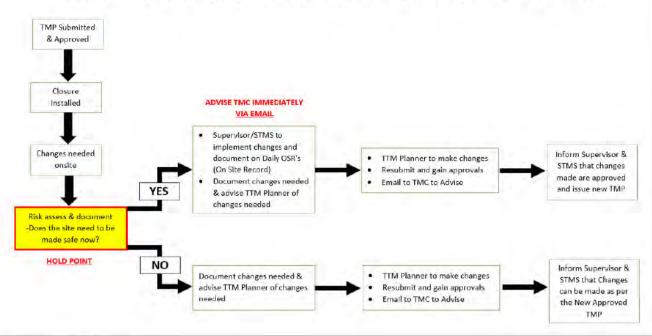
- * Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints.
- # 1. On non-state highways with speeds 50km/h or less, a 10m taper (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses).
 - 2. On all roads where the shoulder width is less than 2.5m and the activity does not affect the live lane, a 10m shoulder taper is permitted (with at least 5 cones at no greater than 2.5m centres).
 - A taper of 30m (with cones at 2.5m centres) must be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed.

Lan	e widths (based on	permanen	t speed or	TSL if app	lied)				
Spe	eed (km/h)	30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.



Process For Changing Site Layouts and Updating TMP's to Mirror



Site specific layout diagrams

Number	Title			
BPC-005-A	Attended day			
Sheet: 1 to 6	One-Way Closure			
BPC-005-B	Attended night			
Sheet: 1 to 9	Road Closure			
BPC-005-E	Attended day			
Sheet: 1 to 1	Shoulder Closure			
BPC-005-P	Dedication Discussion Vo. To Association			
Sheet: 1 to 1	Pedestrians Diversion Via Te Arawai Footbridge			
BPC-005-D	D. A. B. A. S.			
Sheet: 1 to 3	Detour Routes			
BPC-005-V	VMO ND LOD OLLOUM LT- M D L			
Sheet: 1 to 3	VMS on NB and SB on Old SH1 and Te Moana Road			
	Mobile Operation - Level 1 – Cat-A			
HK-G-M104A	Works in Lane			
	Two-Lane, Two-Way Carriageway			
	Mobile Operation - Level 1 – Cat-B			
HK-G-M104B	Works in Lane			
	Two-Lane, Two-Way Carriageway			

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Contact details					
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal	WAKA KOTAHI NZ TRANSPORT AGENCY			÷	100
TMC State Highway	WAKA KOTAHI Wellington Transport Alliance			2/3 NP	05/03/24
TMC Local Roads				STMS(ABC)	23/07/24
Contractor Bridge Works	BPC Project Manager		· !		(+)
Contractor			6	7-1	-
Contractor TTM Primary Contact	TTM Supervisor			STMS(AB) -NP	04/05/24
STMS	To be confirmed at time of works. To be suitably qualified.				
тс	To be confirmed at time of works. To be suitably qualified.				
metlink	Service Delivery Advisor Prepardness & Continuity	0800 801 700	4	8	£1
1100 000 000 000 000 000 000 000 000 00	NZ Heavy Haulage Association		-	1.0	
uzabus	<u>Uzabus Kapiti</u>		4	3.41	÷
Gold Coast Building Armerals	Gold Coast Building Removal		4.	747	
KiwiRail #	Corridor Access Advisor – National Protection		Te I	3-11	(4)
	Kiwirail Emergency Contact Centre		(A	1*1	£



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unare New Community	STOTOTIOS .	Ť			
WTOC	WTOC		100	-	1 30
				4	
	06/12/23			STMS (AB)-NP STMS (C) -NP TTMP-NP	05/08/2025 10/09/2025 26/01/2024
Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
	06/12/23			TTM Planner	09/09/99
Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
PTTM requirements		Number of	diagrams	attached	17
Name	Date	Signature	ID no.	Qualification	Expiry date
omplete following section when a	approval or accepta	nce required			
The attached temporary road safe reviewed as being fit for purpose		been independen	tly	Not requ	uired
Name	Date	Signature	ID no.	Qualification	Expiry date
					Ó
	Name (STMS qualified) Name (STMS qualified) PTTM requirements Name The attached temporary road safe reviewed as being fit for purpose	Name (STMS qualified) Date 06/12/23 Name (STMS qualified) Date PTTM requirements Name Date Date The attached temporary road safety barrier design has reviewed as being fit for purpose	Name (STMS qualified) Date Signature 06/12/23 Name (STMS qualified) Date Signature PTTM requirements Number of Name Date Signature Ptth requirements Number of The attached temporary road safety barrier design has been independent reviewed as being fit for purpose	Name (STMS qualified) Date Signature ID no. 06/12/23 Name (STMS qualified) Date Signature ID no. PTTM requirements Number of diagrams Name Date Signature ID no. PTTM requirements Number of diagrams Name Date Signature ID no. The attached temporary road safety barrier design has been independently reviewed as being fit for purpose	Name (STMS qualified) Date Signature ID no. Qualification Name (STMS qualified) Date Signature ID no. Qualification TTM Planner Name (STMS qualified) Date Signature ID no. Qualification PTTM requirements Number of diagrams attached Name Date Signature ID no. Qualification PTTM requirements Number of diagrams attached Name Date Signature ID no. Qualification Name Name Name Name Name Name Name Name

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.

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STMS Number



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Notification to TMC p	rior to occupying worksite/Notification co	ompleted		
Type of notification to TMC required	Wellington Transport Alliance to be notified before works commencing via the Weekly Road Works Report, submitted by 1200 PM Wednesday the week prior.	Notification completed	Date Time	

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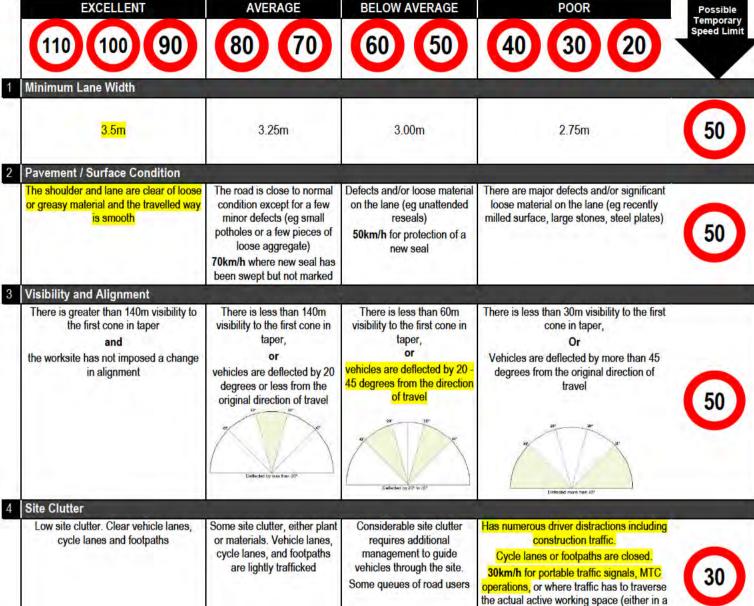
TEMPORARY SPEED LIMIT (TSL) DECISION MATRIX WORKSHEET

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 the lowest TSL to the bottom circle.

Appendix B





Is the lowest speed 80km/h or less, and at least 10km/h below the permanent speed?



Use this Temporary
Speed Limit

delineated single lane or where traffic is not separated from the working space)



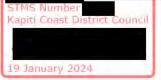




DAILY HAZARD ID

	B								74711	יש	
Site / Project:			Work t	o be ca	rried o	ut:					
Job Number:											
Date / Time:			-								
Client Contact:											
STANDARD OPERATING PROC	CEDURES / J	OB SAFETY	& ENVIRON	MENTA	AL ANAL	YSIS /	WORK PERMITS / TRA	FFIC MANAGEN	IENT PLANS		
SOP / JSEA / TMP / V			Induc	V 50 V 20			JSEA / TMP / WORK		Induct		
(e.g. TMP No. Work Pern	nit, JSEA Pro	epared)	Y/N	١	(e.g.	. TMP	No. Work Permit, JS	EA Prepared)	Y/N		
				-= i							
			-	-							
NOTE: N	MAKE SLIRE	LINDER	SROLIND SE	RVICES	ARFI	OCAT	ED. IF UNSURE – DO	NOT DIGII	1		
NOTE:		ontrolled	-	NVICES		O CATT	ED. II ONSONE DO	nor bio	Contro	lled	
Hazards & Risks	1 2222	k Rating		Cont	rols im	plem	ented for risks ident	ified	Risk Ra	ting	
	High-	Medium-Low							High-Mediu	m-Low	
			36								
			11-								
Emergency Respon	SO D	isk As	sessmen	tano	l Pat	ing		Escalation Ac		n on	
		ion As	essille!	it and	a nat	ıııg		High or Medi	ALCOHOLD IN THE REAL PROPERTY.		
First-Aid/Spill Kit Location:		111	High	conseq	uence r	isk like	ely to occur	Manager Info	rmed:		
Nearest Toilet Facilities 플				Work not to proceed without a Work Plan and Management Approval					Work Stopped or changed		
			Work F								
Name of First Alder:											
Fire Extinguisher Location:			■ High	conseq	ujence r	ick but	venu				
The Extinguisher Education.	2			conseq	100		very				
Closest Medical Centre:		THIE	16)	111111			n likelihood to occur				
	2					-	d with Manager	l n			
Evacuation Point:			■ Esta			-					
	1	(GC	2)								
							naged by work team				
Do you have RT or mobile	coverage Y	/N.	If NO - Wha	t is you	ur plan	for co	ommunicating in an	emergency?			
	11.1										
Minimum PPE required at Long trousers, long sleeves		ses hi-vi	z safety ho	nts old	oves for	r man	ual labour, hard hat	and other as re	quired:		
			l l	-		14				1	
	Hearing Pro			1	Sun Hat		Face Shield	Lung	Protection	1660	
Before you leave,			-	Yes	No	le +h	a sita tidy and safa?		Yes	No	
Is all machinery locked and Are all excavations backfille	-		re	-			e site tidy and safe? environmental contr	ols charked?		-	
Are all unnecessary signs, n			t removed				treme weather expe				
a a a y 315113, 11				ors We	orkina		Visiting Site		1	-	
Signature is							f the hazards & risks t	nat exist on site			
Name / Company		Sign	ature			Name	/ Company	Sign	ature		
			,								
			APP	RO	VE)					
			CAR E96	8576							
			- CTUCK			-					

HIG-HSW -NAT-FRM-001 Version 6 Page 1 of 2



Issue date: 08/04/2022 Document expiry date: 08/04/2024 Document is uncontrolled once printed



DAILY HAZARD ID

New Hazards & Risks not covered above Controls implemented for risks identified Risk Rating	Controlled Risk Rating
Toolbox Conducted: Y/N New Hazards: (New Hazards found must be tool-boxed to all site staff) New Hazards & Risks not covered above Covered above Covered above Covered above Covered above Covered above	
Risk Rating Controls implemented for risks identified R	
Controls implemented for risks identified Risk Rating	
	High-Medium-Low
TTM For Site:	

New Site Location:			Work to be carried out:	
New Risks Assessed	Y/N	Time:		
Toolbox Conducted:	Y/N	Time.		
New Hazards: (New Haza	rds found	must be tool-boxed to all s	ite staff)	
New Hazards & Risk covered above		Uncontrolled Risk Rating High-Medium-Low	Controls implemented for risks identified	Controlled Risk Rating High-Medium-Low
TTM For Site:				3 = =

		Work to be carried out:	
Y/N	Thursday		
Y/N	Time:		
rds found	must be tool-boxed to all s	site staff)	
s not	Uncontrolled Risk Rating High-Medium-Low	Controls implemented for risks identified	Controlled Risk Rating High-Medium-Low
			_
	Y/N rds found s not	Y/N Time: rds found must be tool-boxed to all so anot Uncontrolled Risk Rating	Y/N Time: rds found must be tool-boxed to all site staff) s not Uncontrolled Risk Rating Controls implemented for risks identified



DAILY ON SITE RECORD TMP. HIGGINS Today's Date: Must be retained for 12 months. Diagram(s) Used: _ AM/PM **TMP Details End Date Start Time** 1 1 House Number/RP: Road Name(s): Suburb: то FROM **Location Details** WORK SPACE SUPERVISOR Contact Phone Number Name Signature Qualification: STMS 1 (in charge) Name NZTA ID Number Expiry date Signature Qualification: STMS / STMS-NP / TMO 1 Delegation / Handover (Delete one) Time Handover/delegatio Name NZTA ID Number Expiry date Signature **CLOSURE TYPE** (circle) MOBILE / SHOULDER / CONTRAFLOW / STOP-GO / LANE / SEMI-STATIC / OTHER..... TTM Contractor Higgins TMNZ OTHER .. ATMS Site to be monitored maximum of 2 hourly and inspection documented below. Tick as required and add comments, If site control delegated to a TC/STMS-NP the STMS must inspect the site once each day. Monitoring Start Time **End Time** See over page for additional recording required Initialled by STMS Check for - PPE / Signs Correct / Conflicting Signs covered / Delineation correct / Lane widths / Peds&Cyclists / Property Access /.. Site Setup 11 11 in Place Site removal Temporary speed limit - it is a legal requirement to record the placement and location of TSLs. **Road Name** TSL ACTION Date Time TSL SPEED Length of TSL (m) Installed Remains in Place Removed To: RP / Num rom: (RP / Num) Road Name TSL ACTION Time TSL SPEED Length of TSL (m) Installed 1 1 Remains in Place Removed To: RP / Num rom: (RP / Num) TSL ACTION TSL SPEED Length of TSL (m) Road Name Date Time Installed Remains in Place 1 1 Removed rom: (RP / Num) To: RP / Num TSI ACTION TSL SPEED Length of TSL (m) **Road Name** Time Date Installed Remains in Place 1 Removed 1 1 rom: (RP / Num) To: RP / Num Road Name Date Time TSL SPEED Length of TSL (m) Installed 1 1 1 om: (RP / Num) To: RP / Num

19 January 2024

Items to be inspected	TTM	2 Hourly	2 Hourly	2 Hourly	2 Hourly	2 Hourly	2 Hourly	2 Hourly	ПТМ
The second	Set-up	Check	Check	Check	Check	Check	Check	Check	Remov
High-visibility garment worn by all?									
Signs positioned as per TMP?									
Conflicting signs covered?			110			1 0		1 = 1	
Correct delineation as per TMP?			= =						
Lane widths appropriate?			-		-		1		
Appropriate positive TTM used?								1	1
Footpath standards met?									
Cycle lane standards met?									
Traffic flows OK?					1			,	
Adequate property access?		-	-			-			
Barrier deflection area is clear? (Refer to Barrier design statement)									
			100					bal.	
Time inspection completed:			10.0						
Signature:									
Time Additional Comments /	Notes						-		
The state of the s	110100	5							
		AP	PROV	ED					
		CAR FO	68576						
		STIME I	Vumber						
		Kapiti (nest Distric	Council					
		1							

19 January 2024

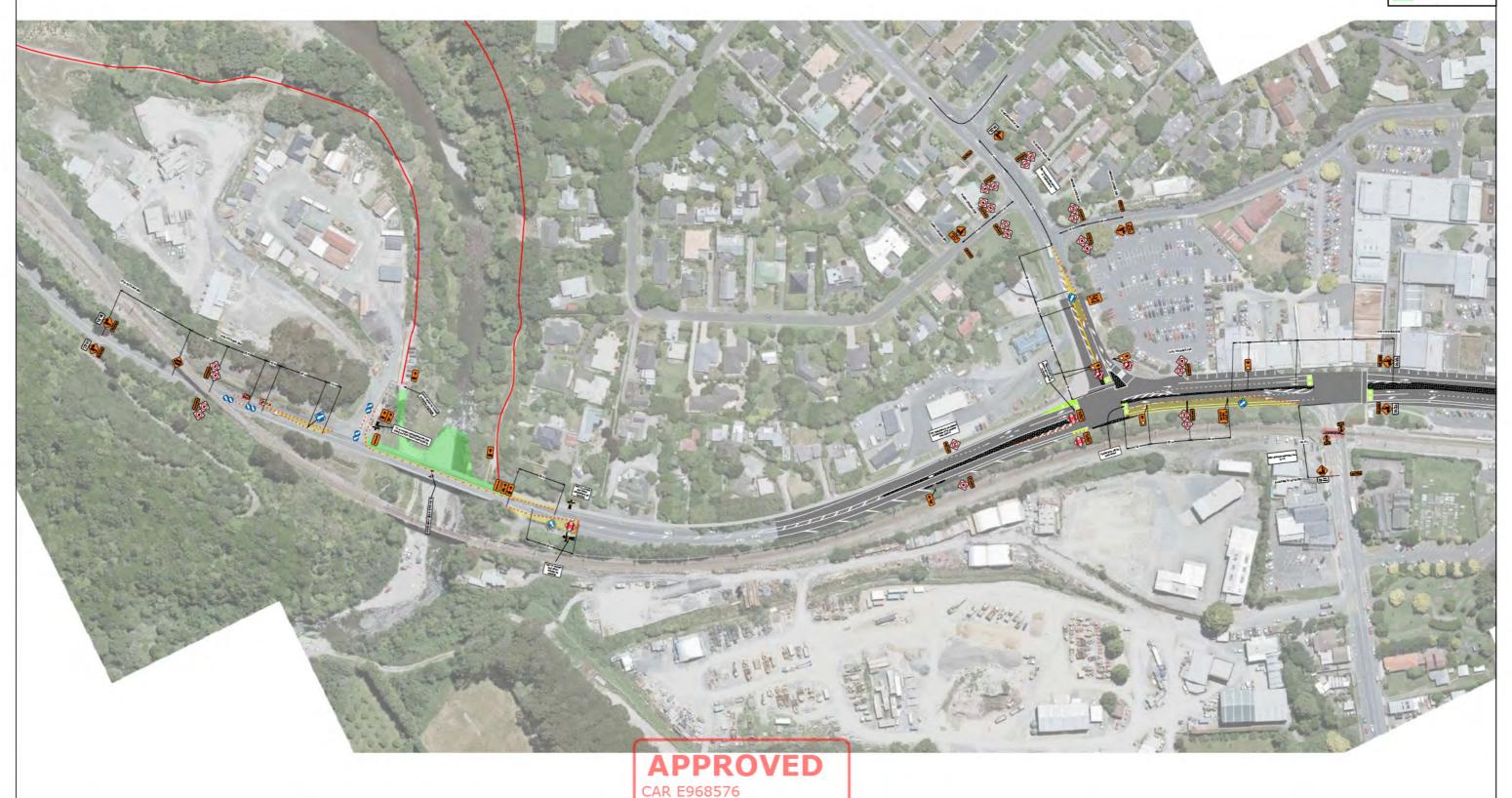
Action to the second	 Checking process for TMPs completed prior to set up of a 					HI	GGIN	15
Location details		., onono.						(6)
Road name(s)			House number/RP(s)				Suburb	
TMP reference no.		TMD no(s).					lote: The checking aclude all the TMDs	
Category	Points to consider		Y	N	Comment	Mitigation		- 1
	Is this at the correct road le	vel?						
Road	Does your traffic count cont volume in the TMP?	firm the traffic						
Shape	Are the following catered for Intersections Vertical Curves (hills) Horizontal Curves (come Sufficient advance warm	ers)						
Direction and protection	Check that there is: sufficient length to place direction and protection sufficient road width to place direction and protection and properties and provided in the planned direction and provided in the planned in the pl	place the rotection ie .75m on both						
Required speed restrictions	Has the correct TSL been s work activity and worksite?	selected for the						
Plant and equipment	Will plant and equipment fit designated working space?							=-
Personal safety	Are all workers able to carr within the designated worki							
Layout diagrams	Does the diagram(s) match environment at the site? Will the installed TTM manavehicles passing through the Are any changes required to	age heavy ne worksite?						
Completed by:							1	-
STMS in charge of the TTM	Name	CAR F9685 STMS Num Kapiti Coas	76 bei	e		Date	Qualification	ID number

www.invarion.com Legend

Delineator Safety Zone

Site fencing





Contractor (TTM):
HIGGINS
showing the way

Designer: CAT-ABC-NP TTMP-NP NZTA ID: 146474 Client:

BRIAN PERRY CIVIL

Kapiti Coast District Council

19 January 2024

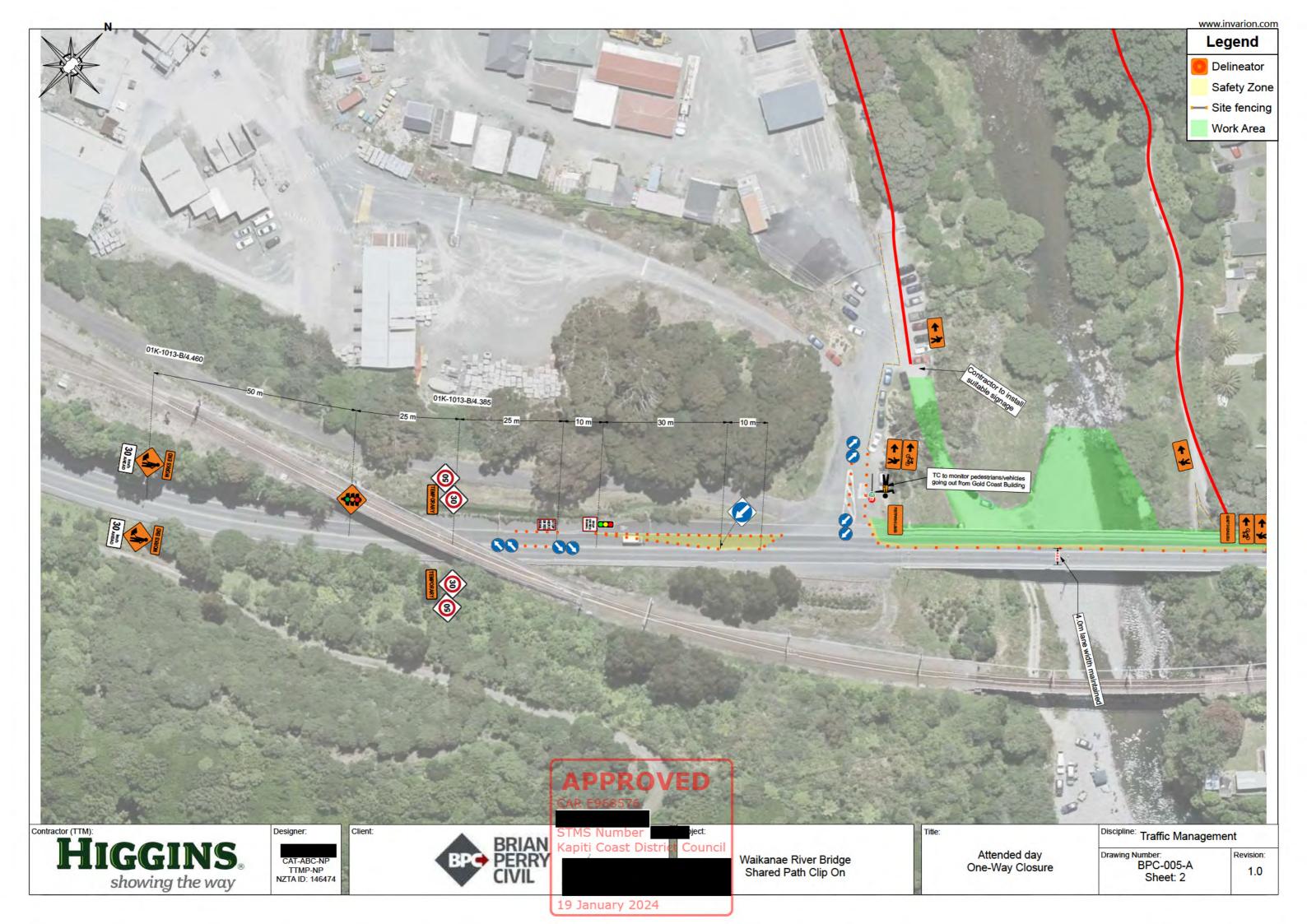
Waikanae River Bridge Shared Path Clip On

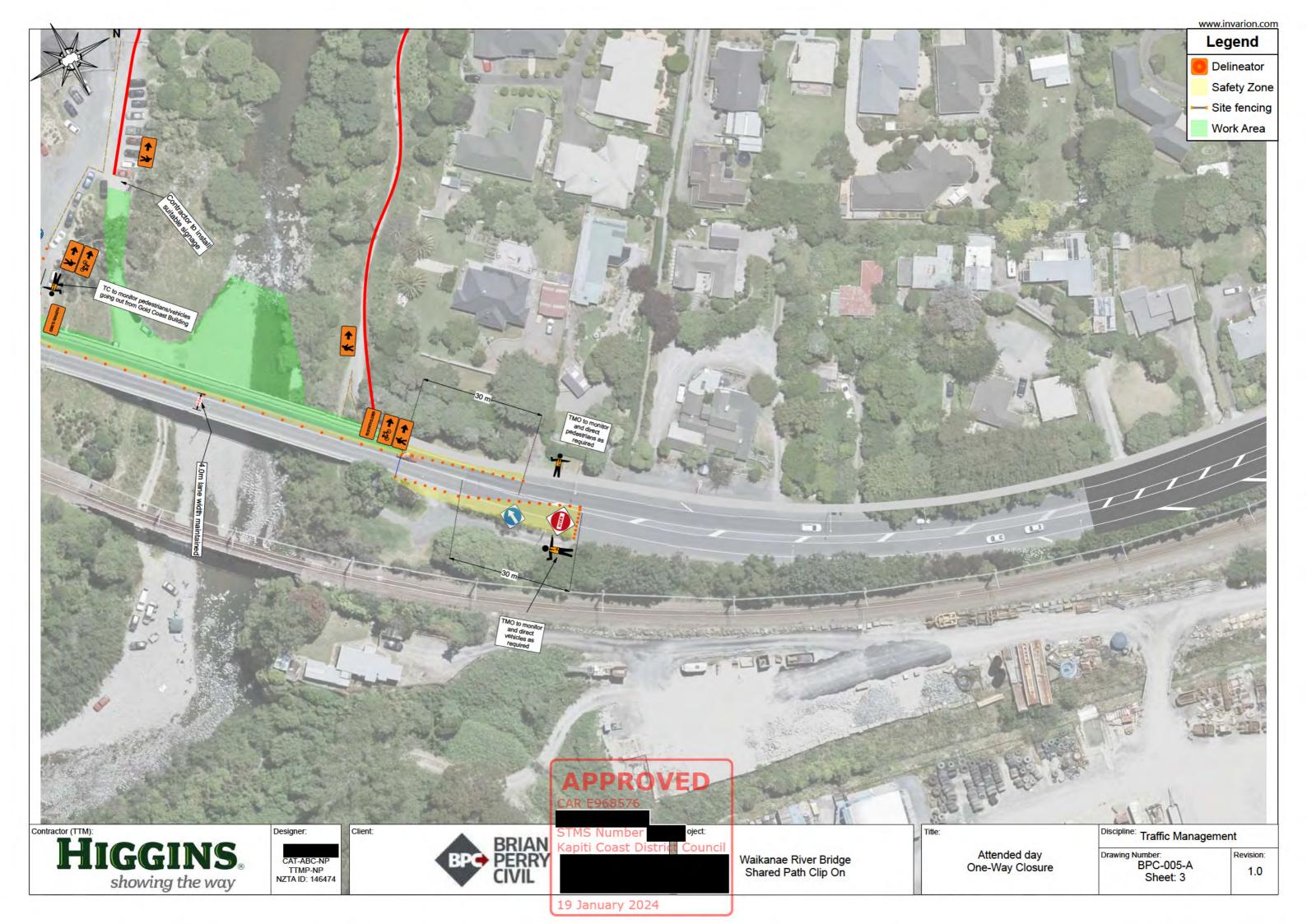
Attended day One-Way Closure

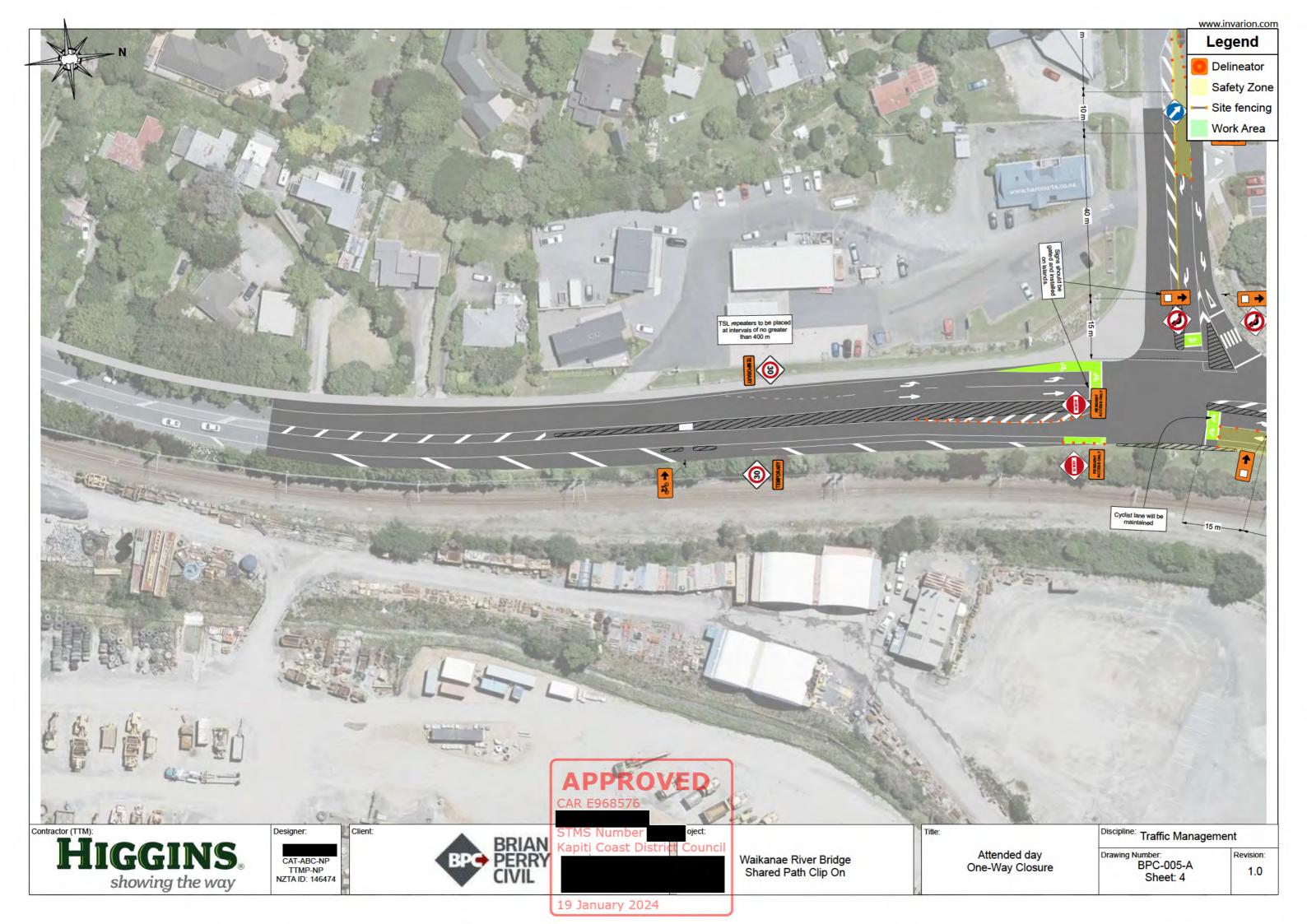
Discipline: Traffic Management

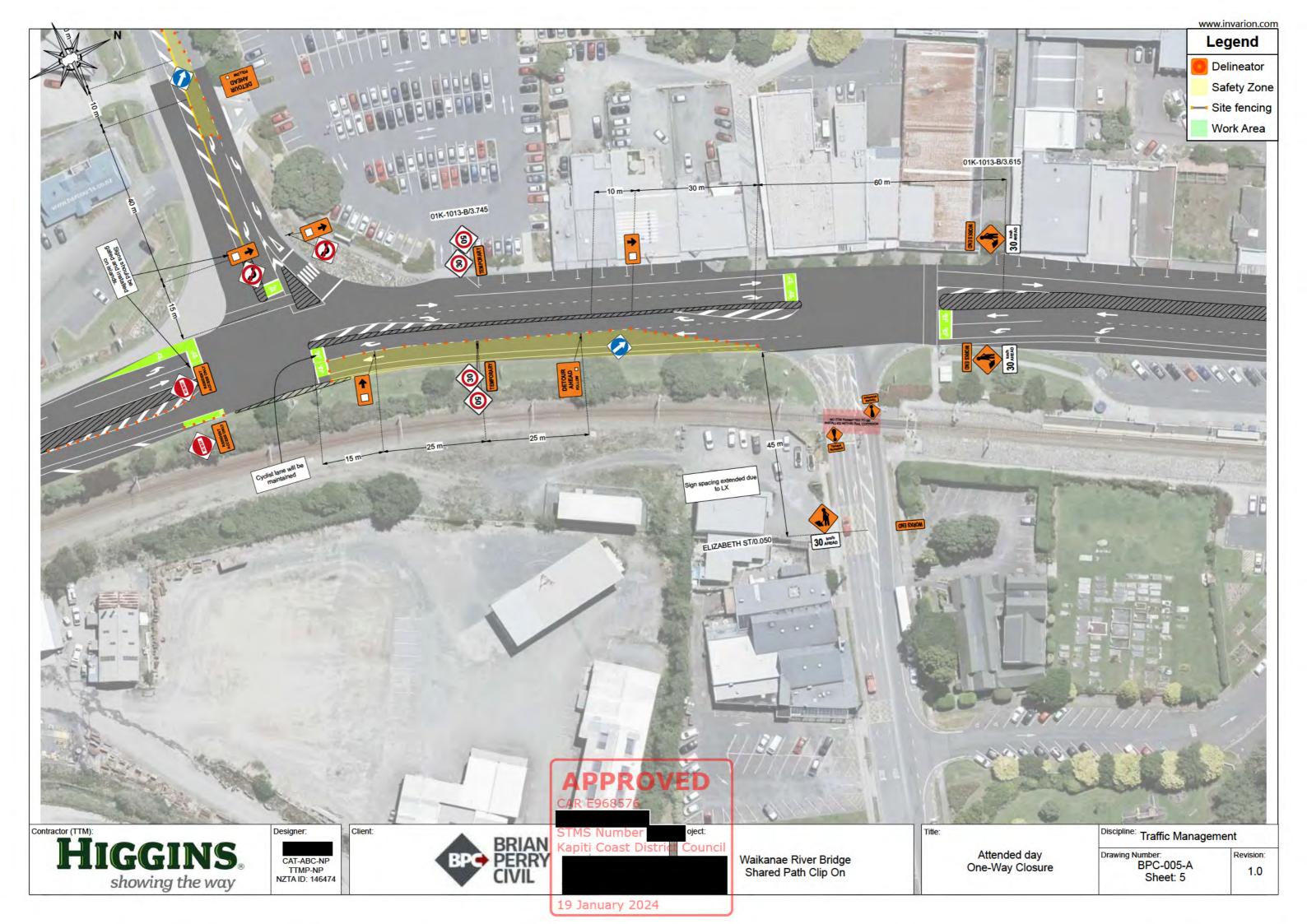
Drawing Number: BPC-005-A Sheet: 1

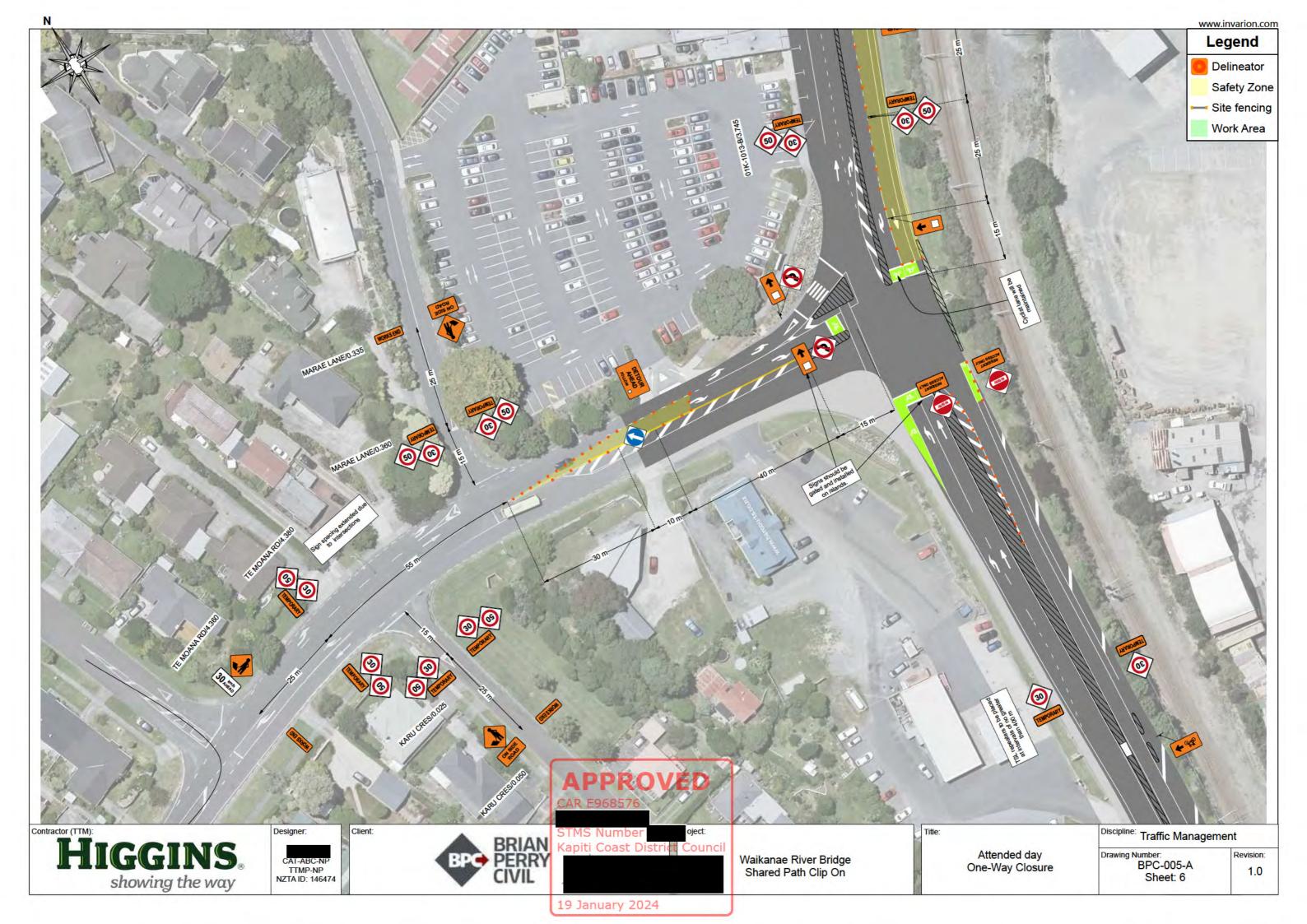
1.0

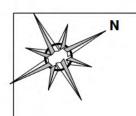












www.invarion.com Legend

Delineator Safety Zone Work Area



Contractor (TTM):
HIGGINS

showing the way

Designer: CAT-ABC-NP TTMP-NP NZTA ID: 146474 Client:

BRIAN Kapiti Coast District Council

APPROVED CAR E968576

Waikanae River Bridge Shared Path Clip On

Attended night Road Closure

Discipline: Traffic Management

Drawing Number: BPC-005-B Sheet: 1

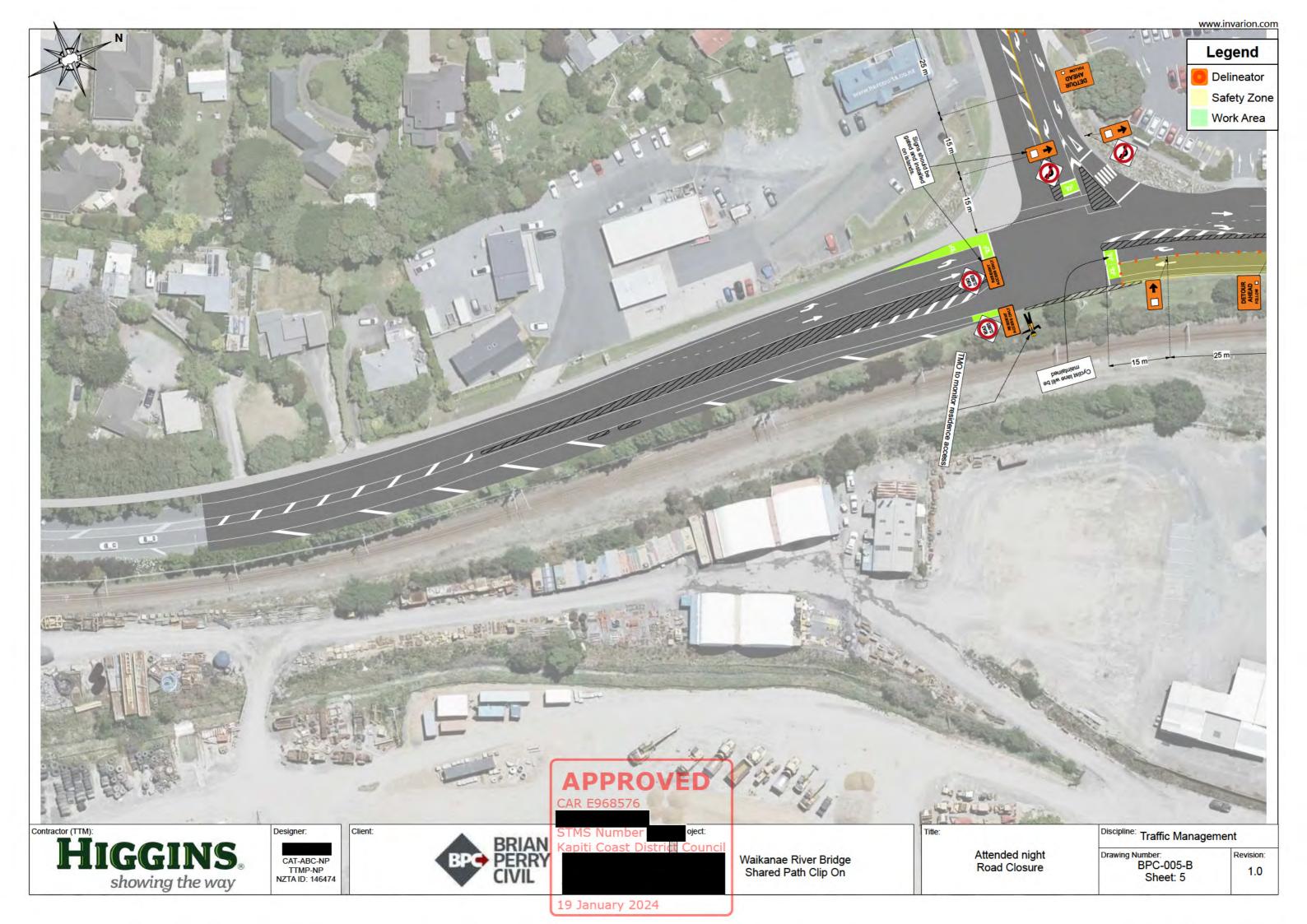
1.0

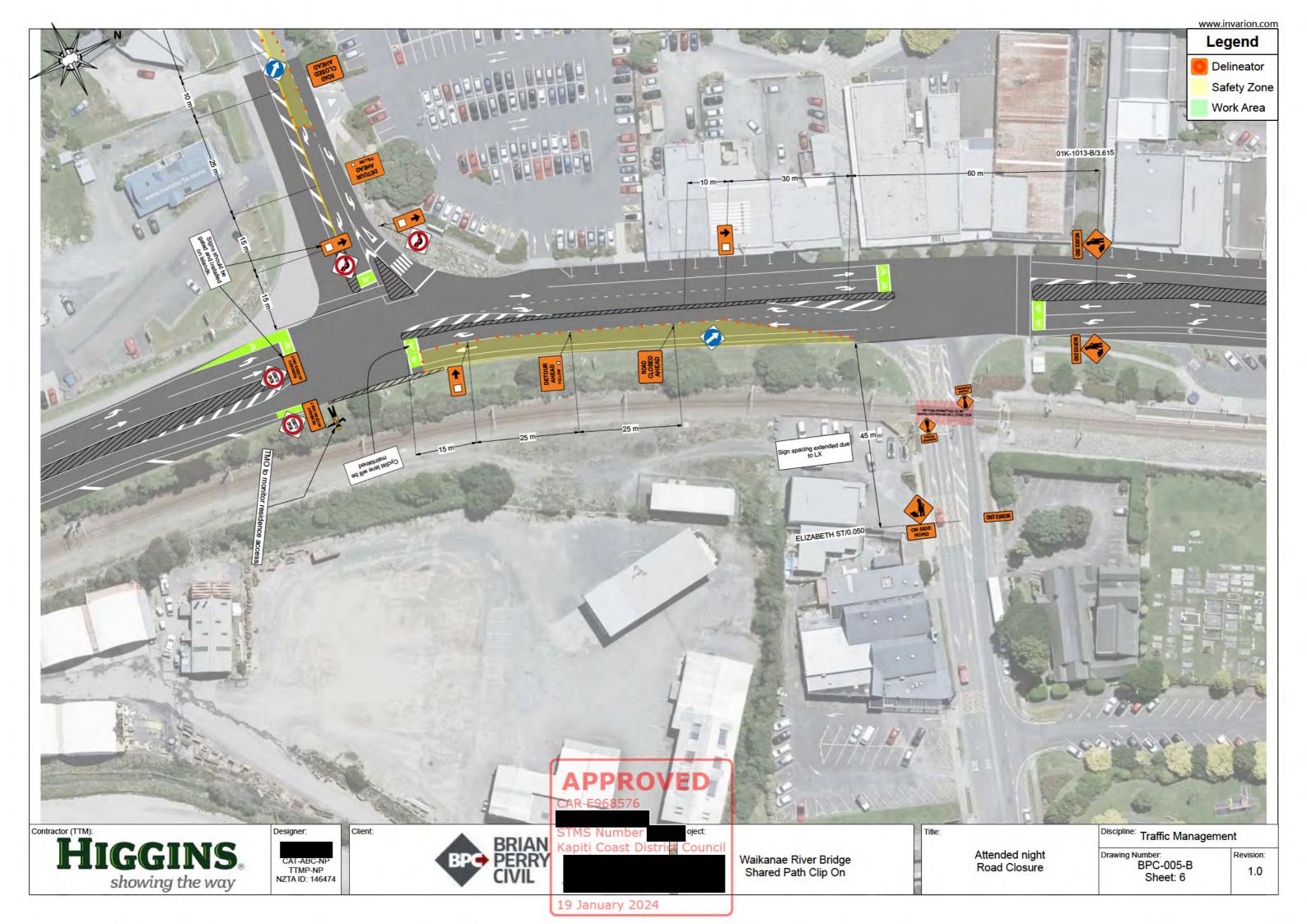
19 January 2024

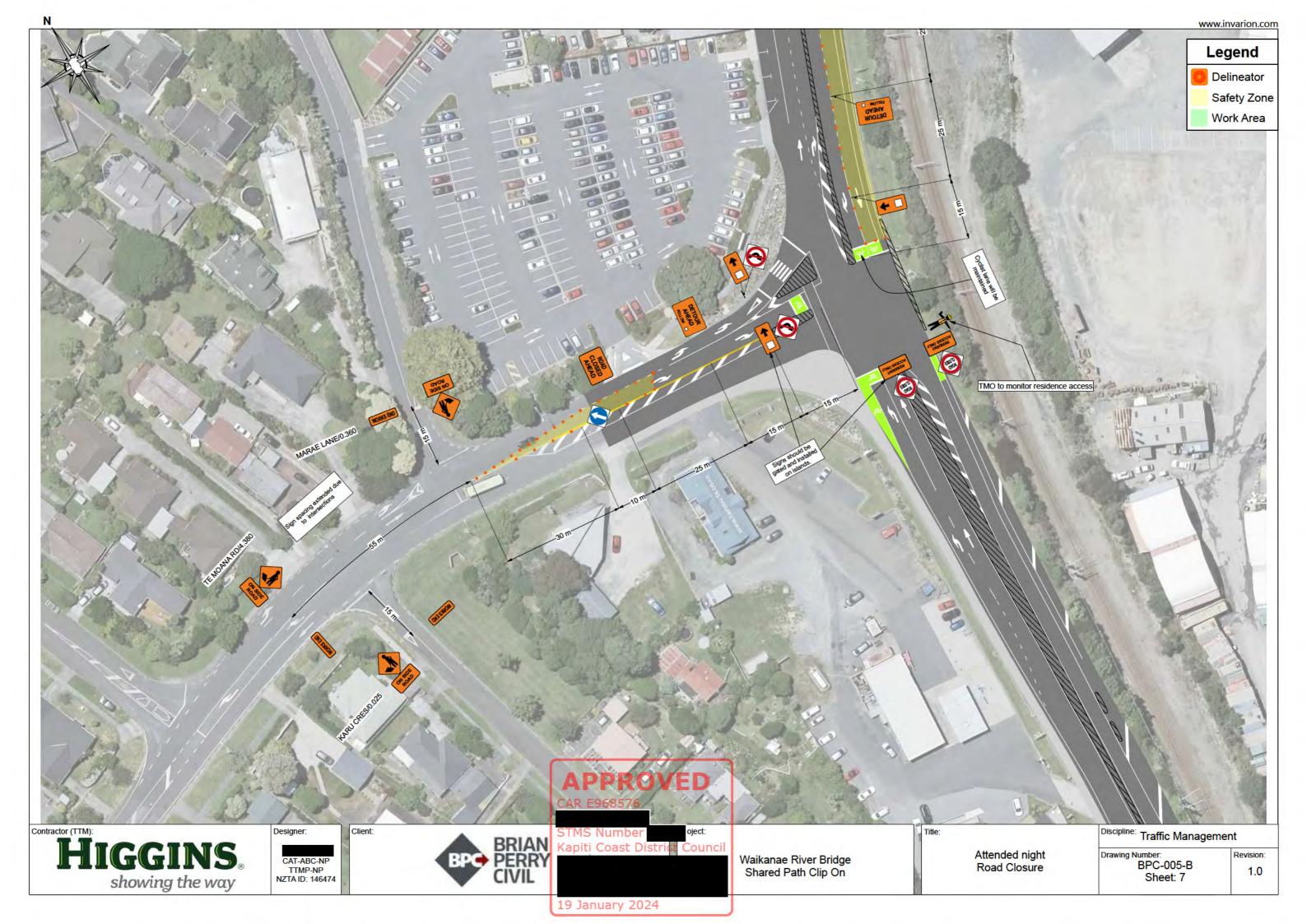


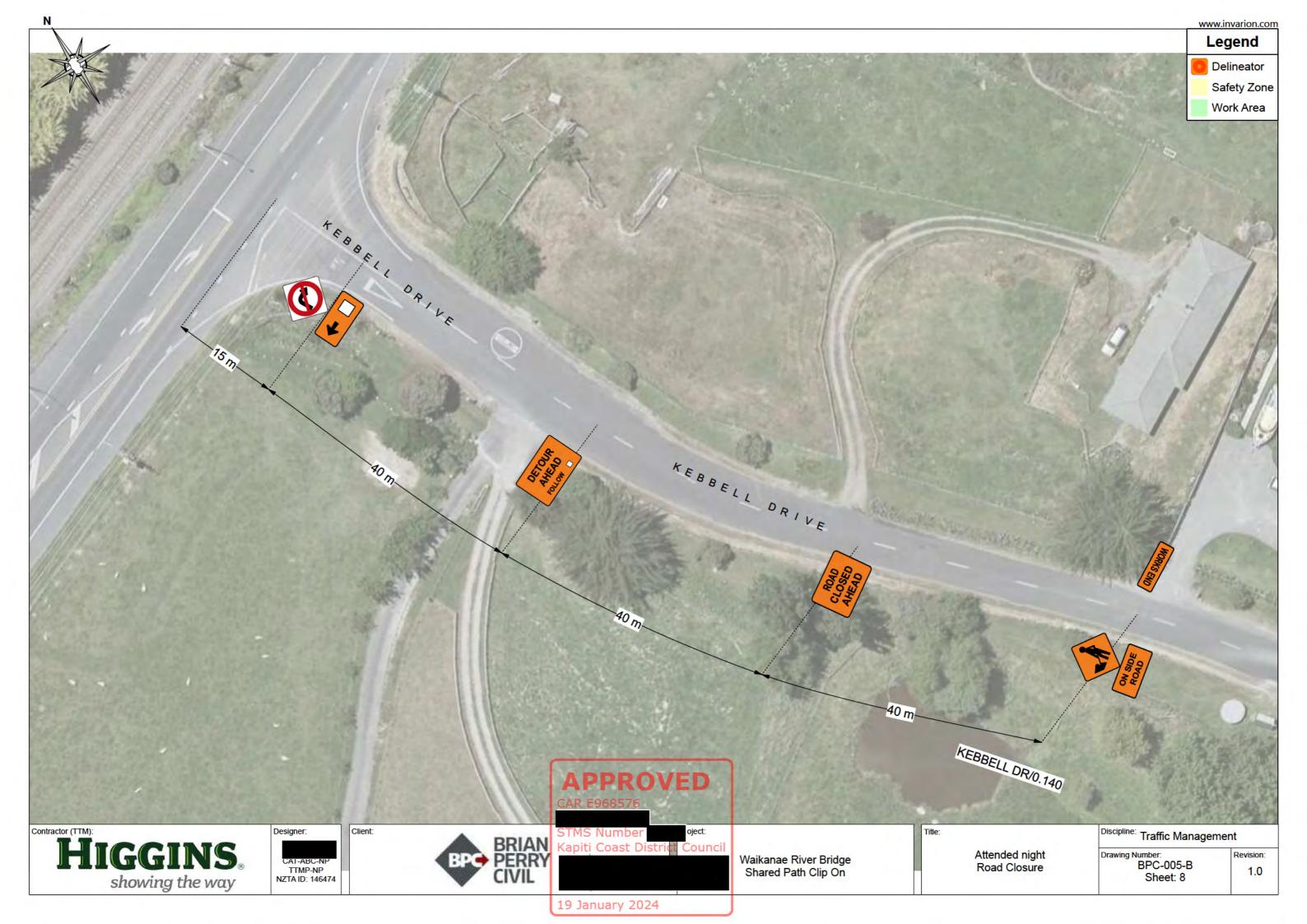


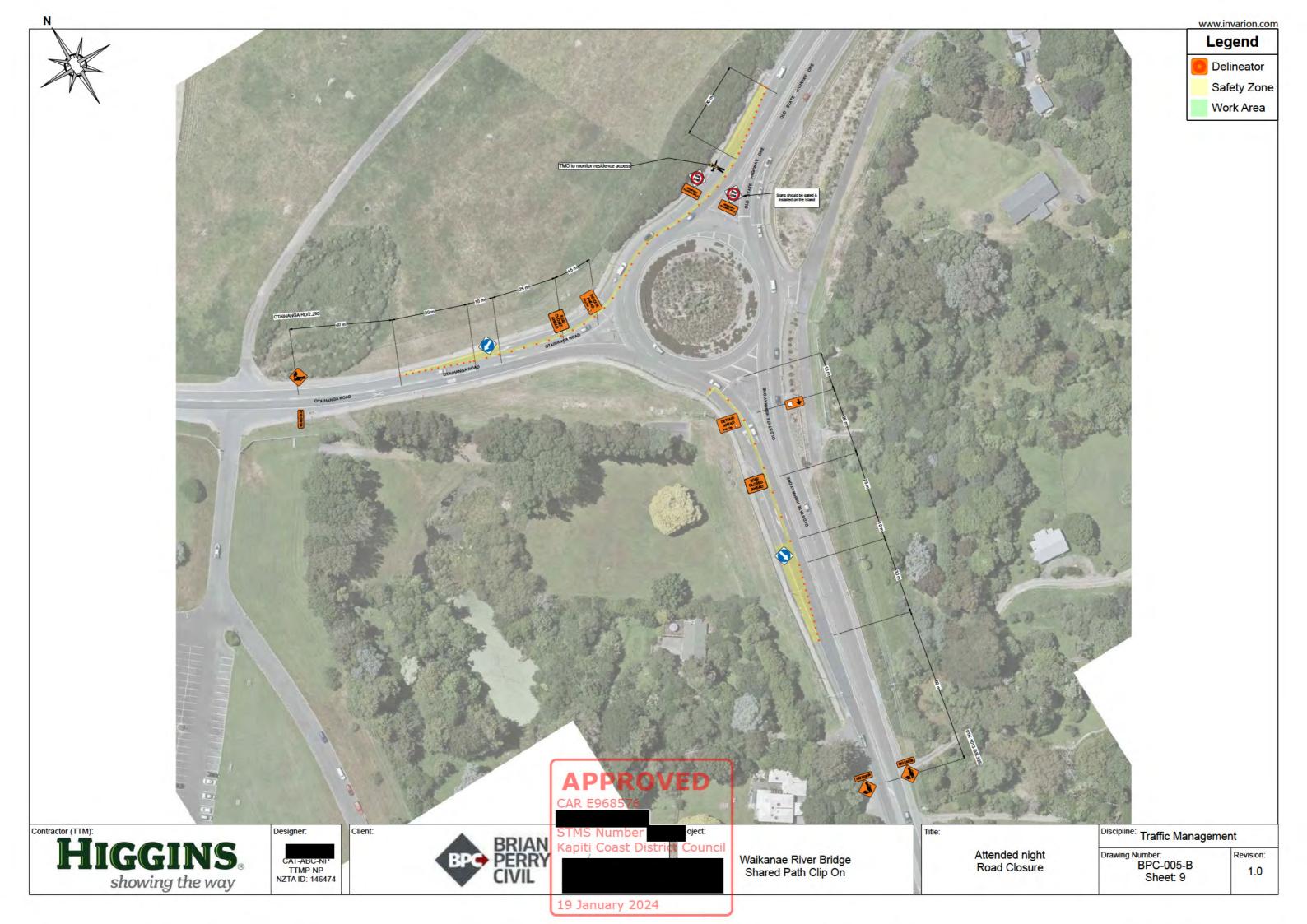


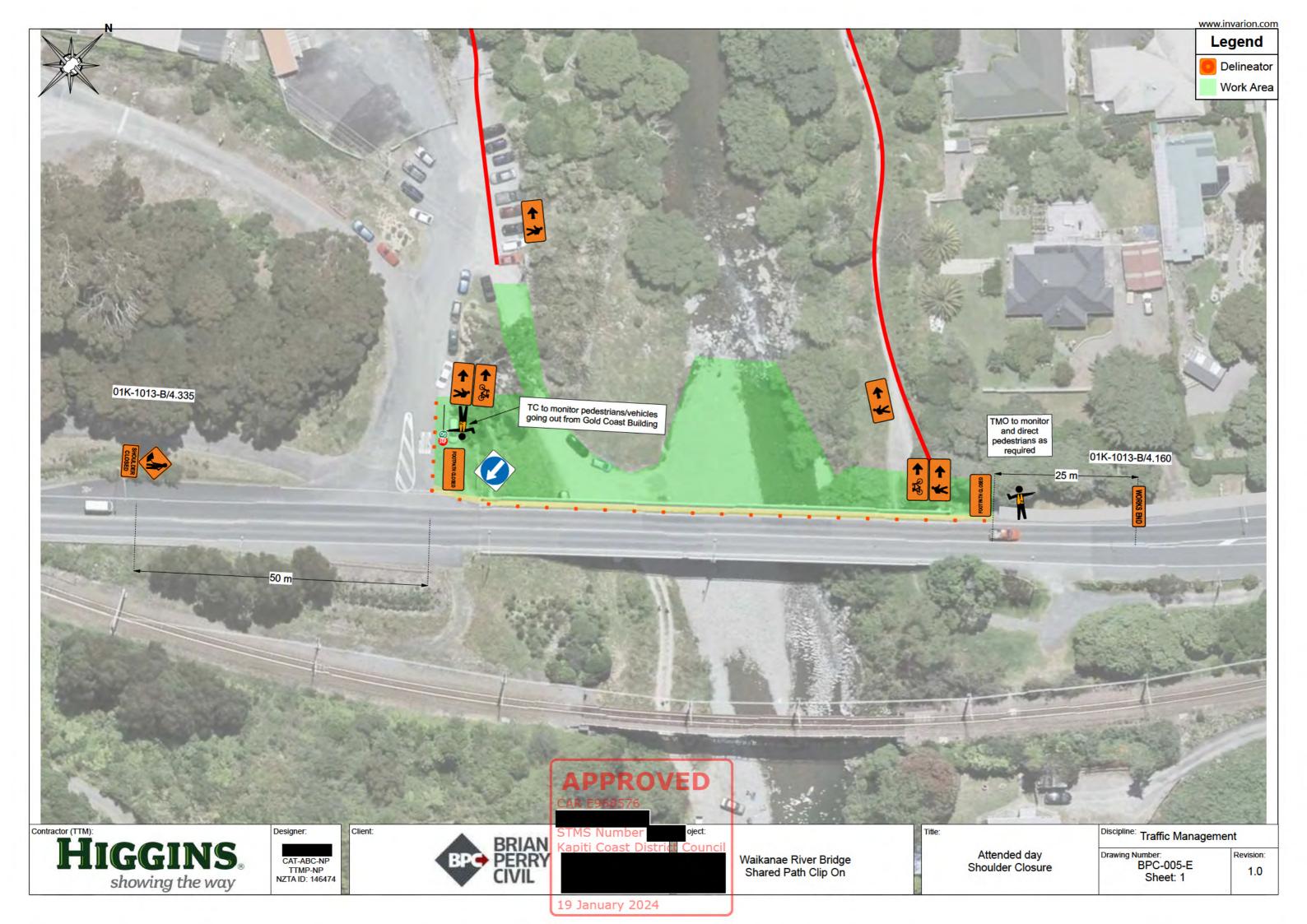


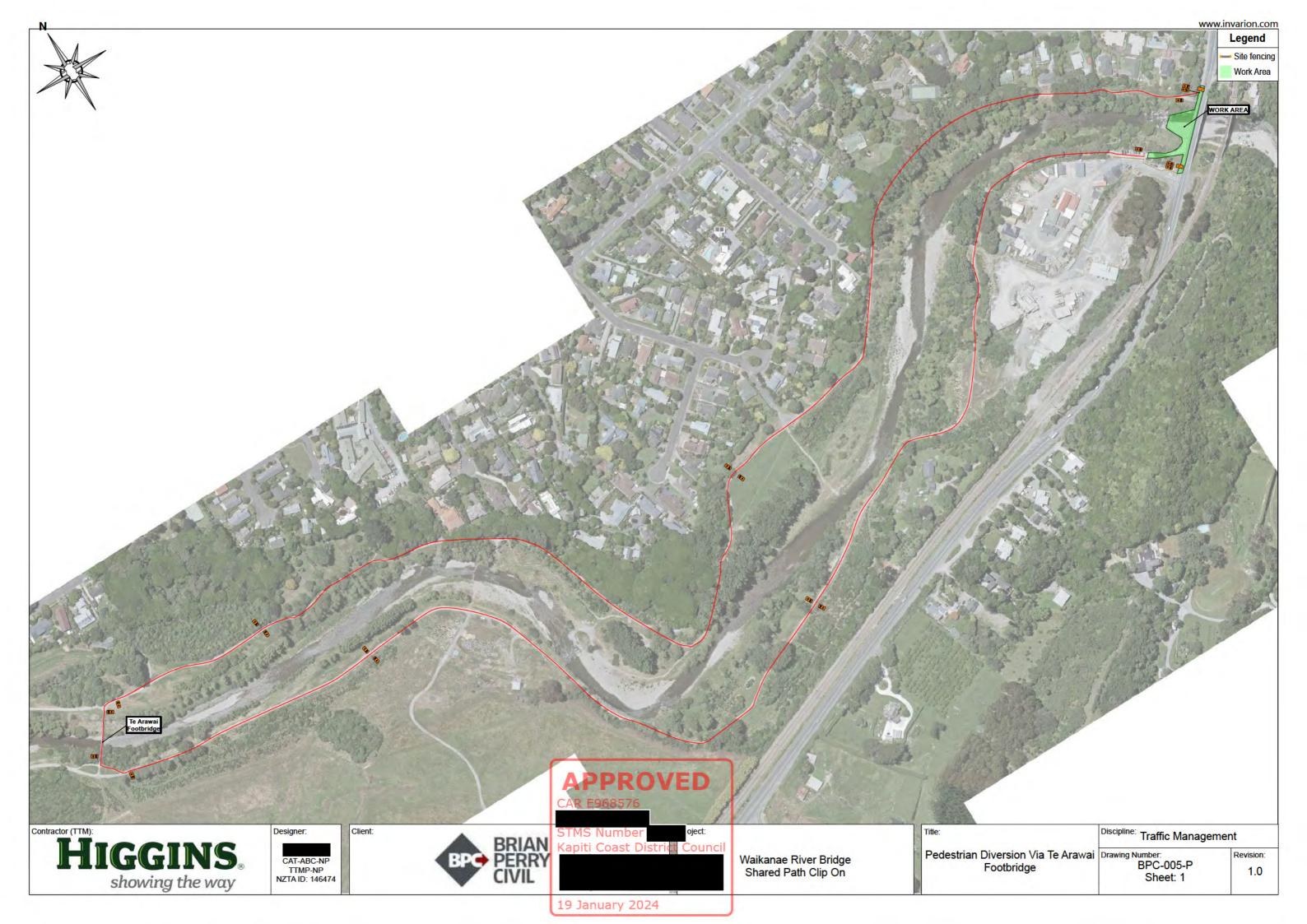


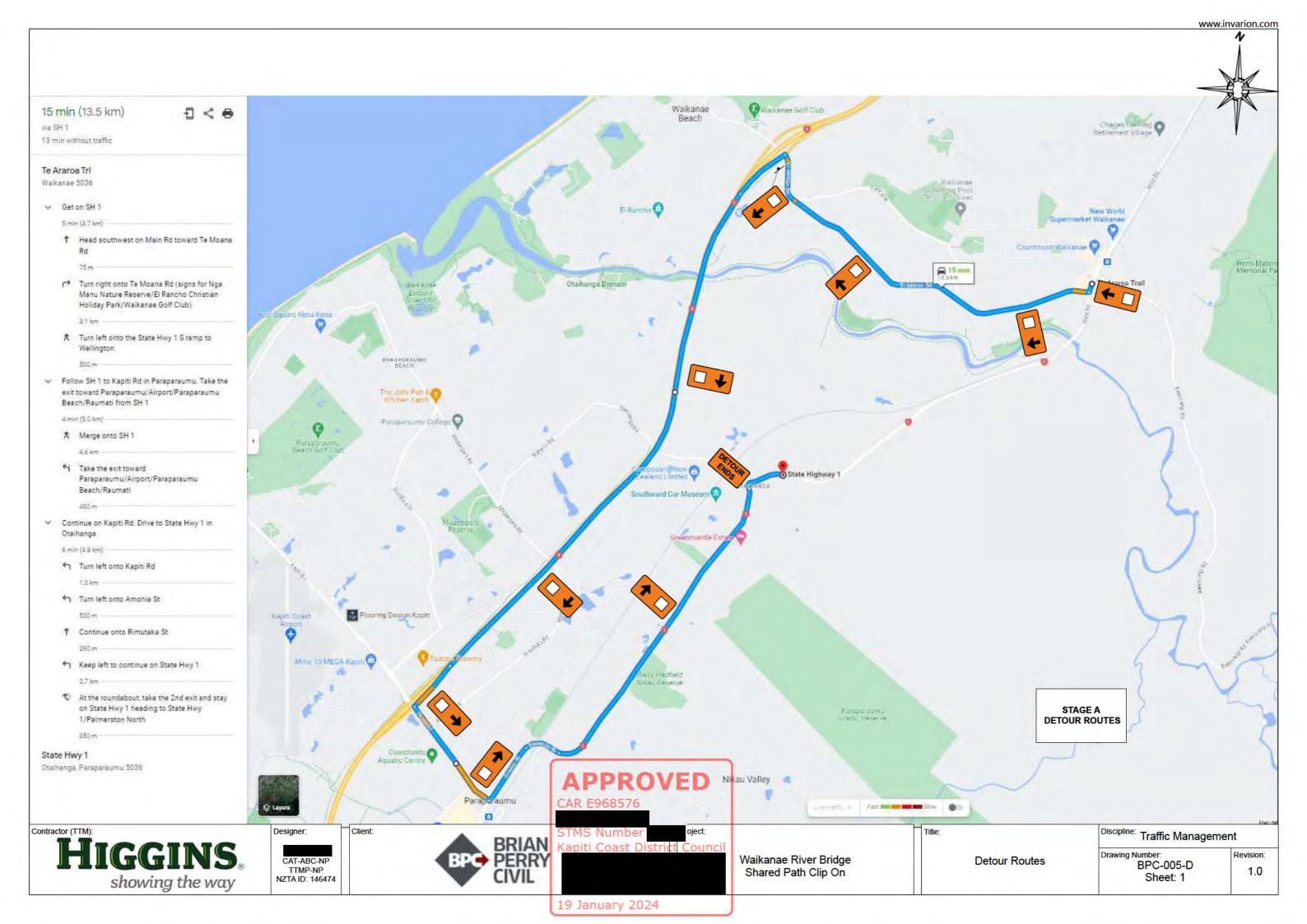


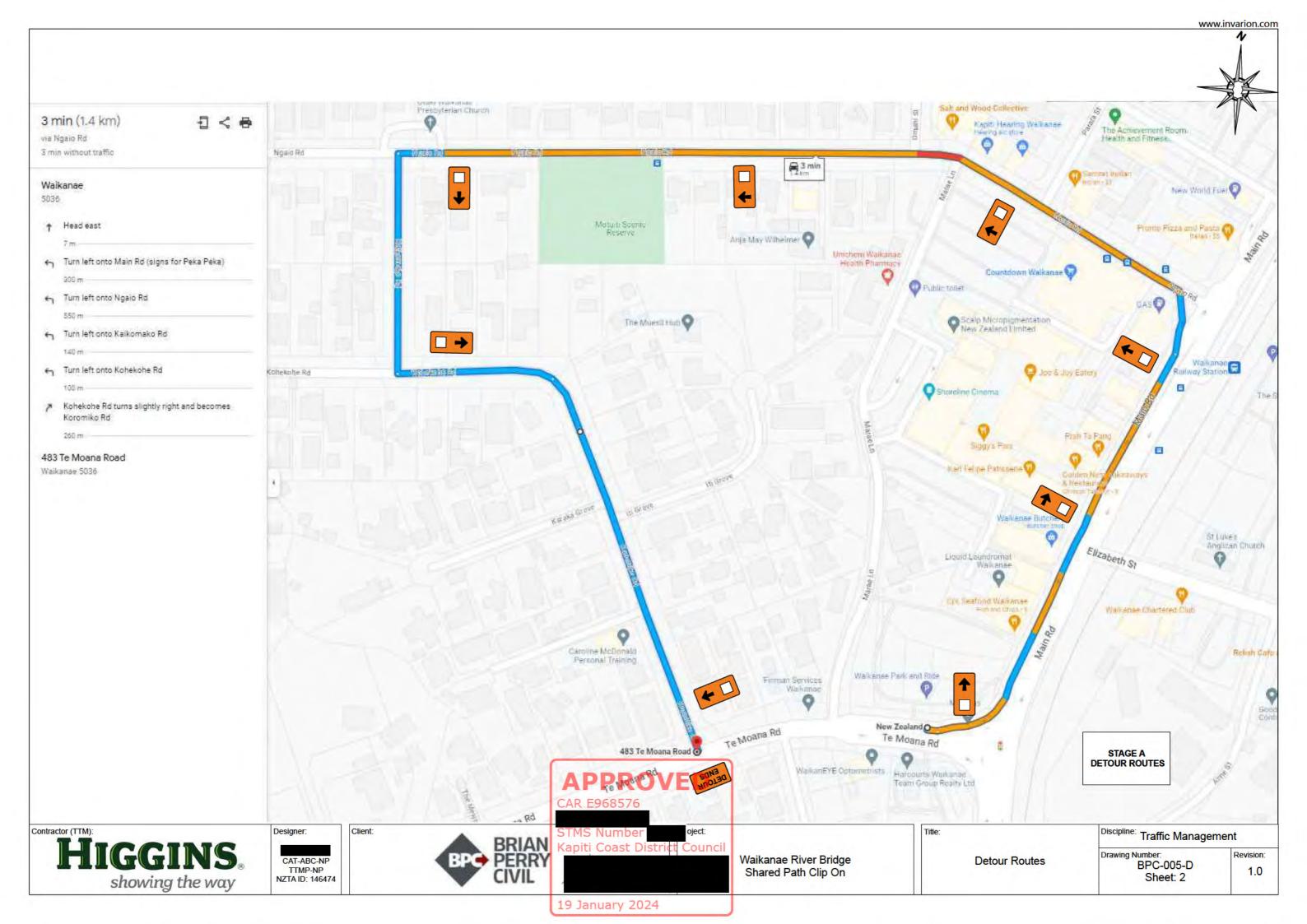


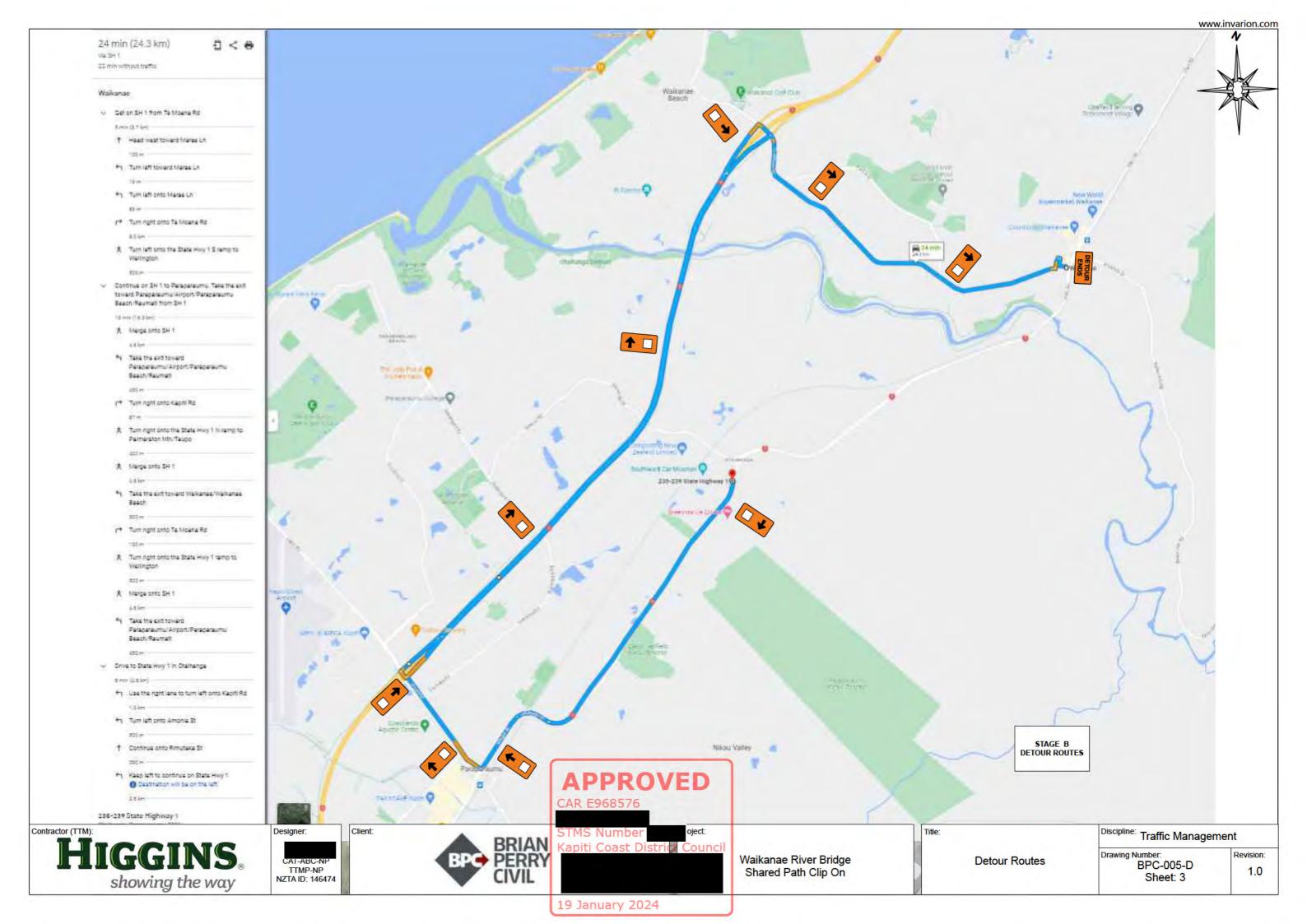












Contractor (TTM):
HIGGINS® showing the way

CAT-ABC-NP TTMP-NP NZTA ID: 146474

19 January 2024

Waikanae River Bridge Shared Path Clip On

VMS on Old SH1 NB

Drawing Number: BPC-005-V Sheet: 1

1.0





Contractor (TTM):
HIGGINS
showing the way

Designer: CAT-ABC-NP TTMP-NP NZTA ID: 146474 Client:

BRIAN Kapiti Coast District Council

Waikanae River Bridge Shared Path Clip On

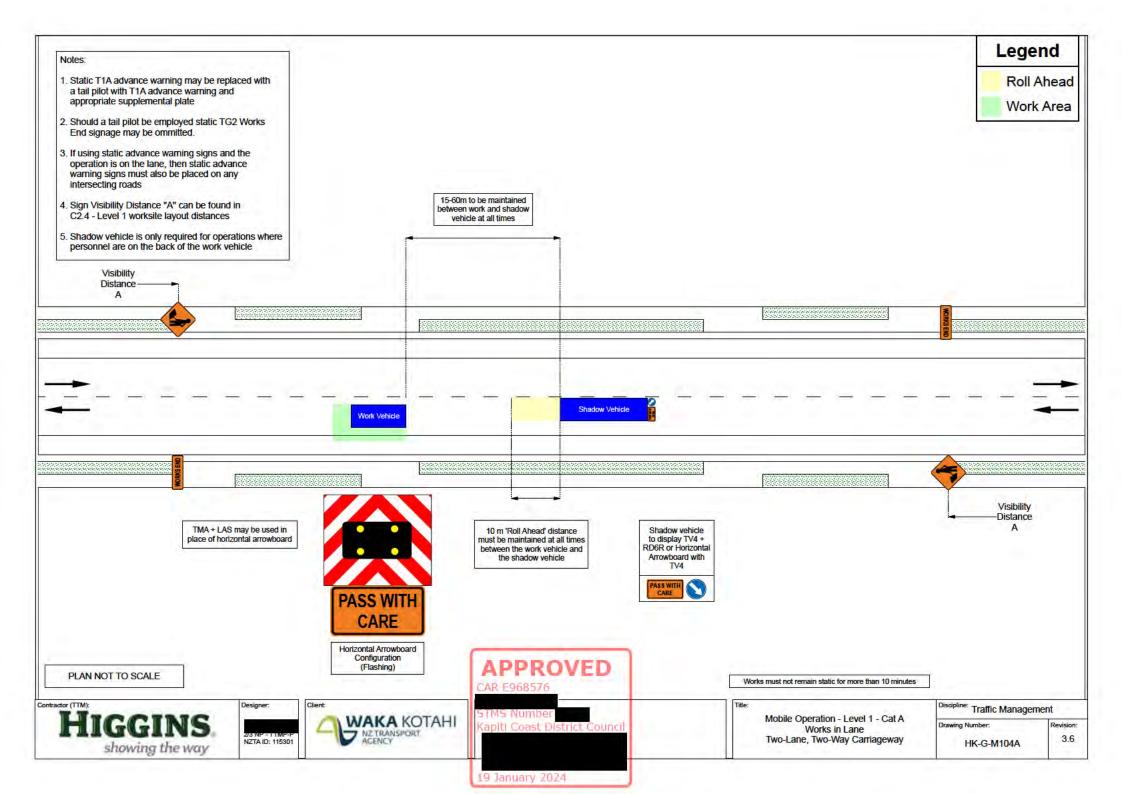
VMS on Te Moana Road

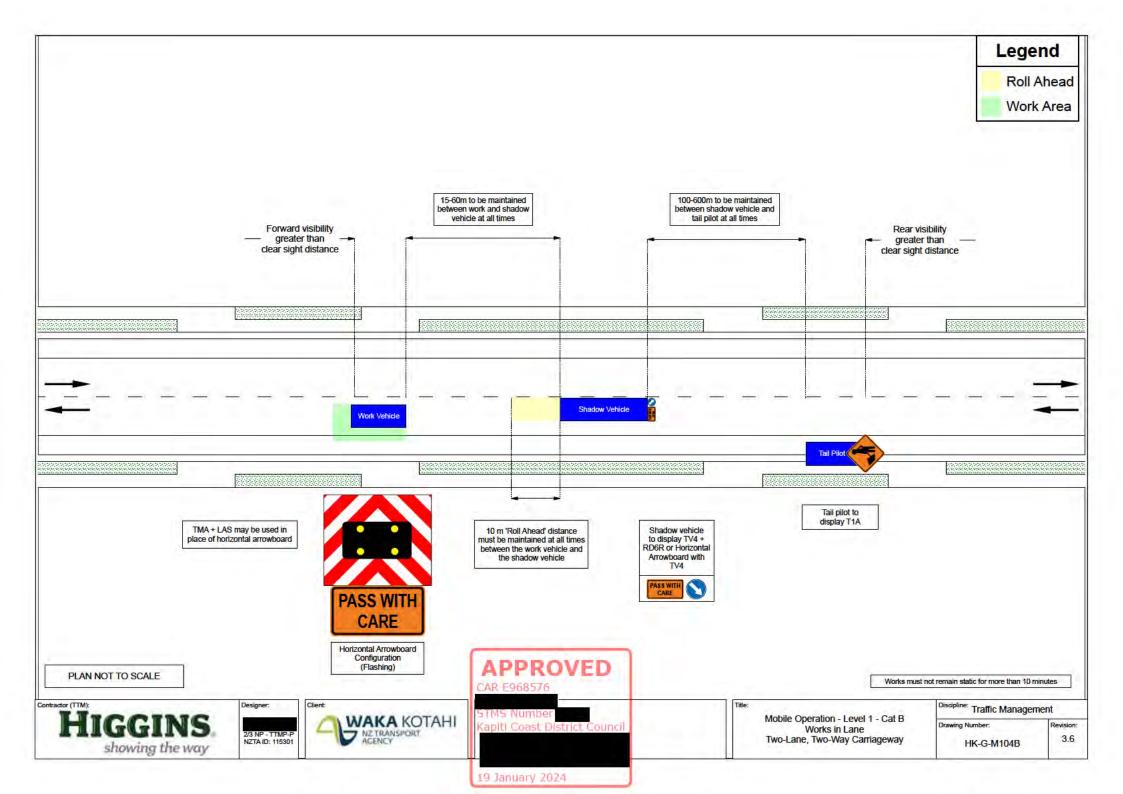
Discipline: Traffic Management

Drawing Number: BPC-005-V Sheet: 3

1.0

19 January 2024





From: Sent time: 12/19/2023 08:11:04 AM To: Cc: RE: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING Subject: **POINTS** Attachments: image001.png Hi Further to yesterday's meeting and as a precursor to today's I need to confirm tonight when it is dark that the proposed crossings can easily be seen my motorists. If not, we won't install PLUS we will be recommending that 'New Road Layout' signs are installed on each approach to each crossing. We are essentially balancing the risk of having no pedestrian refuge with increased traffic volumes versus pedestrian refuges that are not illuminated at night for pedestrians. The current Level of Service (delays) to pedestrians crossing Te Moana Road is D (unacceptable) which is why we had a number of these in the Forward Works Plan. With Pedestrian Refugees the LOS decreases significantly even with a significant increase in traffic volume, i.e. a 50% increase has been allowed for. Kāpiti Coast District Council www.kapiticoast.govt.nz From: Sent: Tuesday, December 19, 2023 6:45 AM To: Subject: RE: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN **CROSSING POINTS** Thanks for your email and our traffic management team to get this implemented. team – we really appreciate the support from KCDC for this project. Merry Christmas everyone and happy holidays. Many thanks Email: Phone: Mobile:

Waka Kotahi NZ Transport Agency



From:
Sent: Monday, 18 December 2023 5:08 pm
To:
Cc:

Subject: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING POINTS

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

Hi (KCDC – Please note item 4)

As discussed, we have been out on site and checked the locations of both the two additional speed feedback signs and the three temporary crossing points.

The locations are marked on the attached plans.

Please note:

- 1. Two speed feedback signs are required to be installed by NZTA both facing eastbound traffic, east of Park Avenue and east of Fleetwood Grove.
- 2. Temporary Pedestrian Crossing points are to be installed at the locations as highlighted on the attached plans.
 - a. At these locations they are clear of driveways and will enable traffic to turn right into driveways without stopping following traffic.
 - b. These locations are where we propose to install permanent Pedestrian Crossing Points in the future.
 - c. Temporary pathing is not required, and pedestrians will be required to cross the berm. Please advise when the crossing points are in, and we will arrange mowing of the berm (where required).
 - d. We will review what comm's is required from our end with respect to advising the adjacent landowners and the wider public..
 - e. We anticipate that the shoulder will be kept open, ramps will be provided, and the central refuge will comprise temporary kerbing, safe hit posts and RG-17.1 signs
- 3. NZTA actions:
 - a. Install the temporary pedestrian crossing points x 3 and advise when done.
 - b. Install the 2 x speed feed back signs and advise when done.
- 4. KCDC actions:
 - a. Arrange berms to be mowed and maintained opposite the crossing points.
 - b. Ensure that the 2 speed feedback back signs are installed and retained for westbound traffic at two locations, i.e. east of Park Avenue and east of Fleetwood Grove PLUS 1 x sign on Te Moana Road west of the expressway.
 - c. Arrange for traffic counting to be undertaken at RP1160, 2020 and 3785 in the latter half of February 2024 once traffic volumes have stabilised following the opening and people returning to work.
 - d. Ensure that once the permanent pedestrian crossing points are confirmed that they are illuminated.
 - discuss the comms, adjacent residents, FENZ?, the public?

I hope this helps.

Regards

From:

Sent: Monday, December 18, 2023 4:37 PM

To:

Subject: Your scan (Scan to My Email)

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From:
Sent time: 12/18/2023 05:08:06 PM
To:

Cc:

Subject:

2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING

POINTS

Attachments: scan_ronm_2023-12-18-16-35-39.pdf

Hi (KCDC – Please note item 4)

As discussed, we have been out on site and checked the locations of both the two additional speed feedback signs and the three temporary crossing points.

The locations are marked on the attached plans.

Please note:

- 1. Two speed feedback signs are required to be installed by NZTA both facing eastbound traffic, east of Park Avenue and east of Fleetwood Grove.
- 2. Temporary Pedestrian Crossing points are to be installed at the locations as highlighted on the attached plans.
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 - b. Ensure that the 2 speed feedback back signs are installed and retained for westbound traffic at two locations, i.e. east of Park Avenue and east of Fleetwood Grove PLUS 1 x sign on Te Moana Road west of the expressway.
 - c. Arrange for traffic counting to be undertaken at RP1160, 2020 and 3785 in the latter half of February 2024 once traffic volumes have stabilised following the opening and people returning to work.
 - d. Ensure that once the permanent pedestrian crossing points are confirmed that they are illuminated.
 - e. discuss the comms, adjacent residents, FENZ?, the public?

I hope this helps.

Regards

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:

Sent: Monday, December 18, 2023 4:37 PM

To:

Subject: Your scan (Scan to My Email)

Camp

2017: Te Moana
Rd/ Park Ave intersection upgrade

Purin Road

Purin Road

Purin Road

Traffic count, RP 2020, mean speed = 53 km/h, 8.4% motorists > 60km/h

Speed feedback sign — westbound

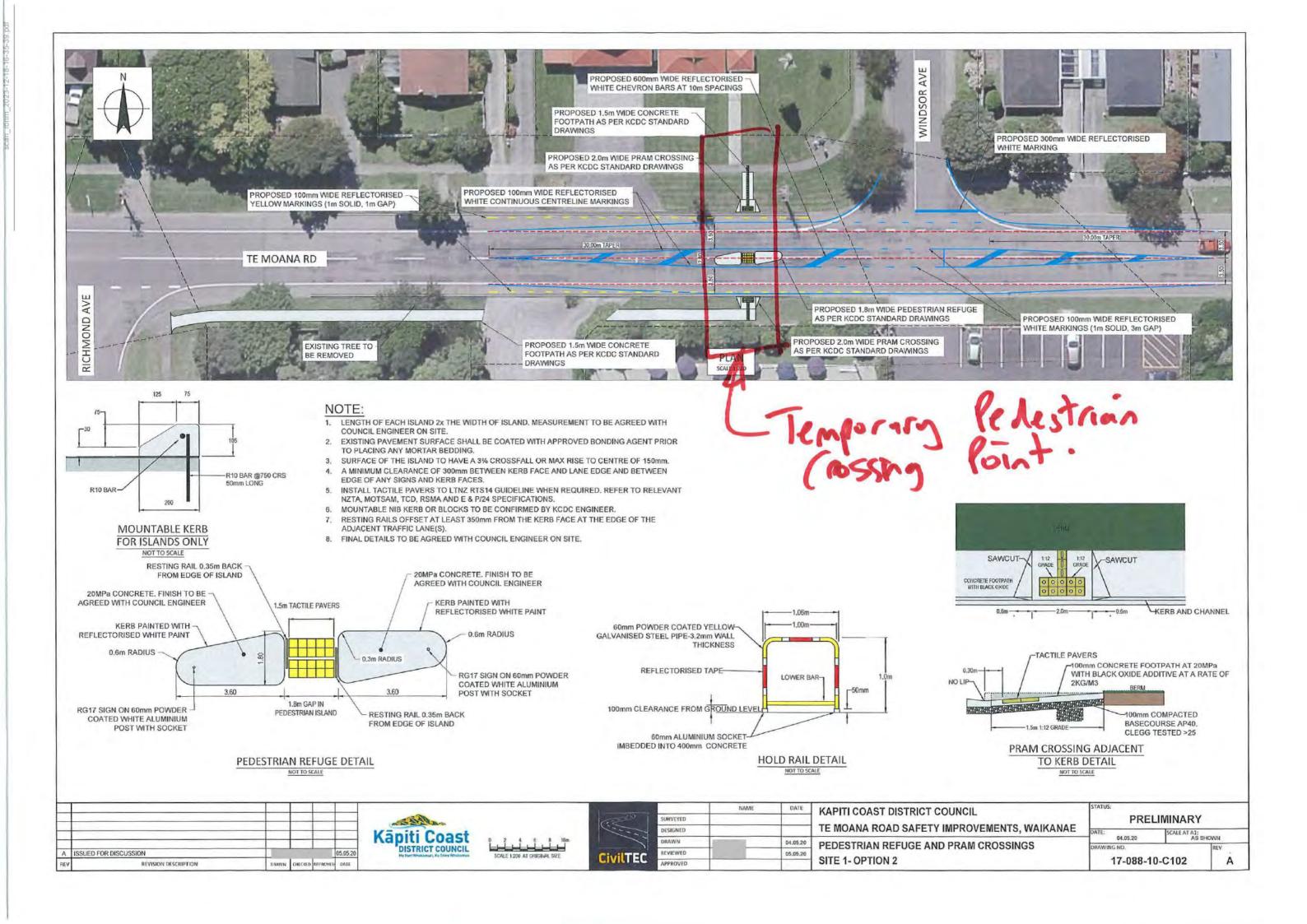
RP 2500

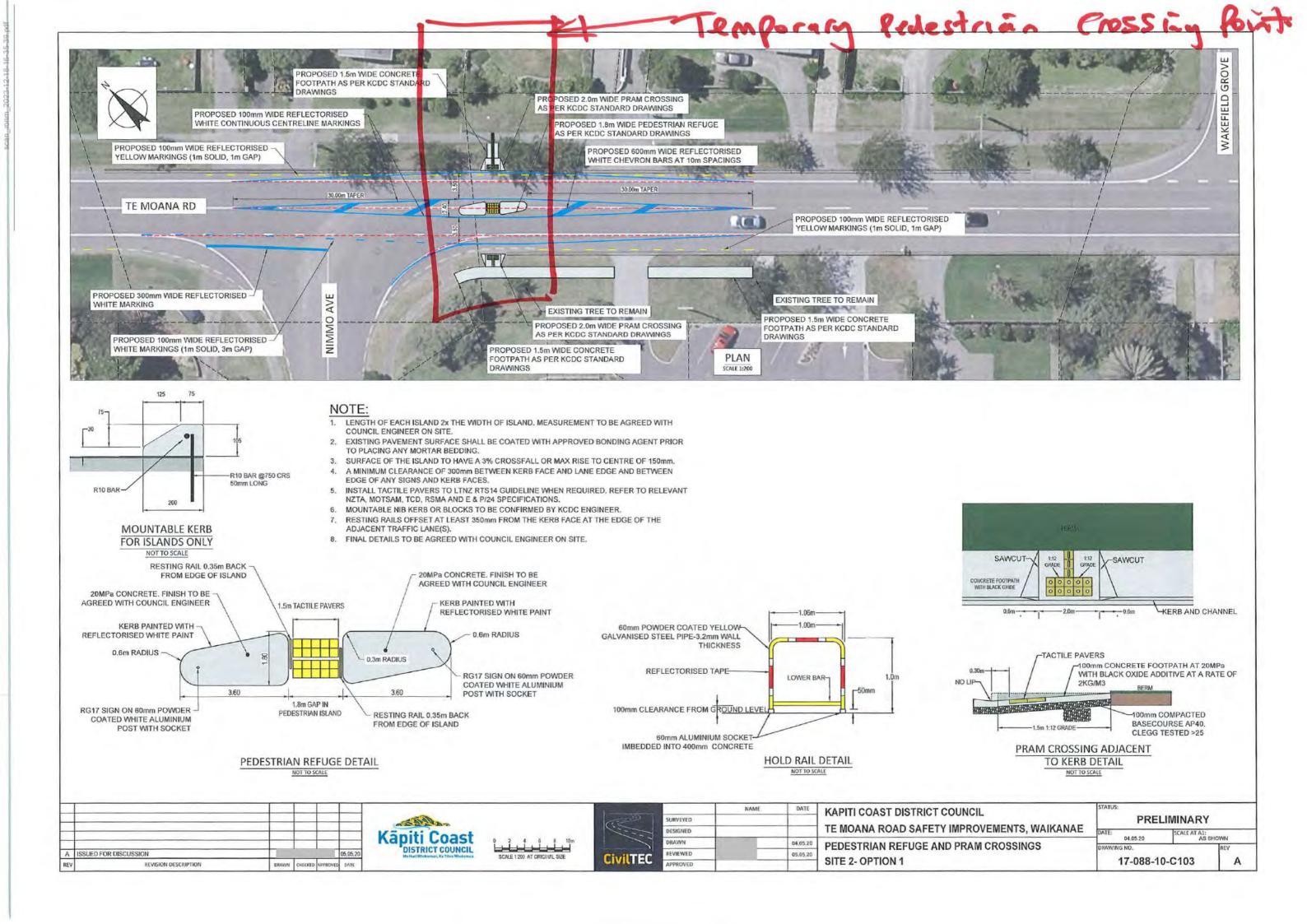
Speed feedback

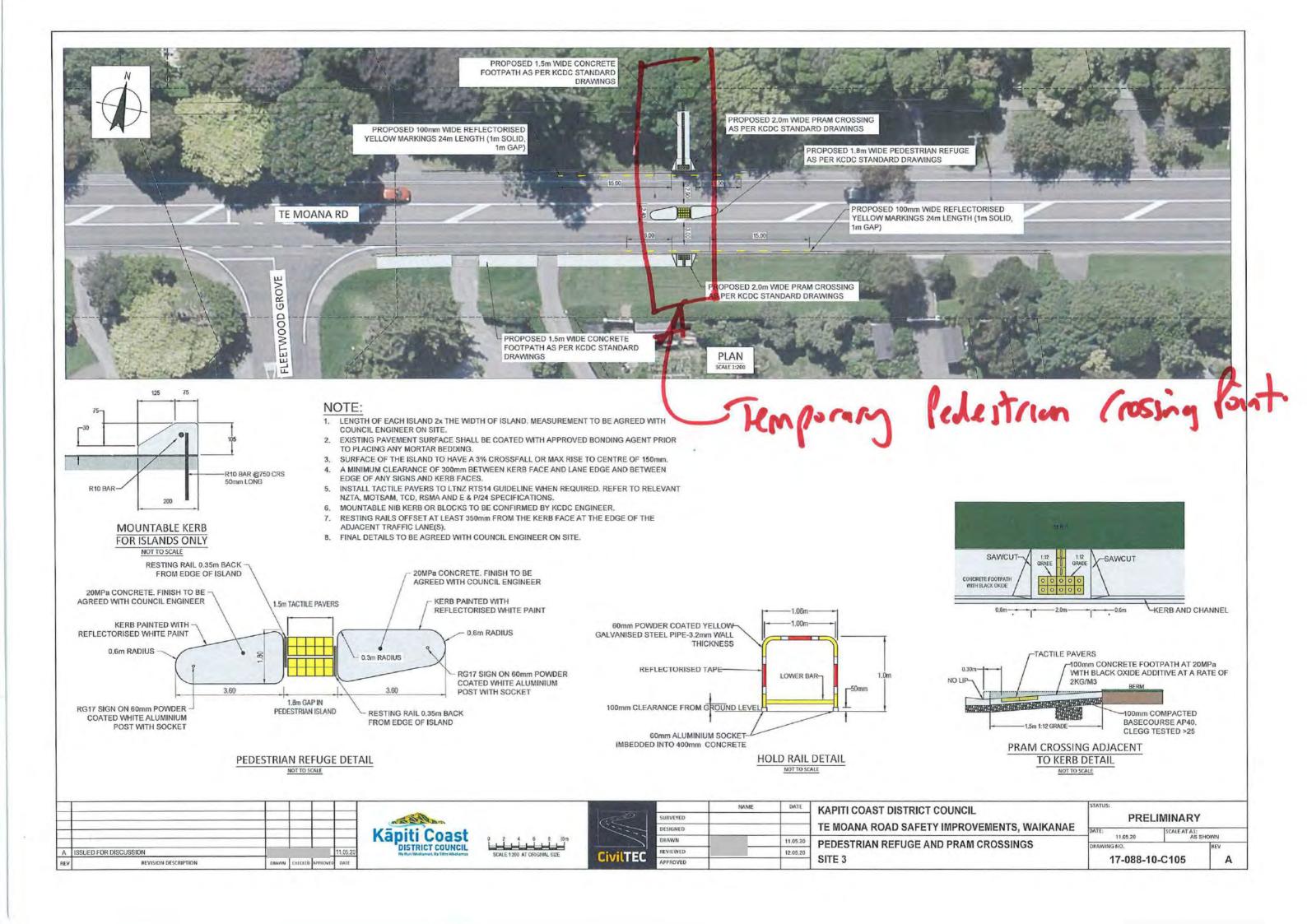
1 of 2

signs, site #207 westbound









From:	
Sent time:	12/18/2023 08:44:51 AM
To:	
Cc:	<
Subject:	2023-12-18 Te Moana Road AND Waikanae Clip on bridge traffic REROUTING
Attachments:	image001.png image003.png 17-088-10-C105_RevA Te Moana Refuge 3.pdf 17-088-10-C101_C104-RevA Te Moana Reguges 1and2.pdf Action List 22 - 23 - Te Moana Road - Crash History 2012 to 5-2023 - Background data - Figures 1 and 2.docx image004.jpg
Hi	
	cuss noting that I am not here on Friday as I this week ou may contact today so we can progress.
Some though	nts below.

Pedestrian Crossing Points

• In the plans we sent you there are 3 locations for the pedestrian crossing points.

Driver feedback signs

- I have also attached a schematic plan showing the location of the feedback signs and where various traffic counts have been undertaken.
- We have a new site at RP 2020.
- Our thinking is that we have 2 x driver feedback signs in operation covering east/ west directions between the
 expressway and old SH1 during the construction period.
- We need to include on this conversation.

Traffic Counts – KCDC to arrange.

- We also undertake annual traffic counts on Te Moana Road. We will check that these are being undertaken in the 3-month construction period.
- The purpose will be to enable comparison of speeds/volumes etc with our baseline counts.
- The key locations will be at RP 1160, 2020 and 3785.

Cheers

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:

Sent: Friday, December 15, 2023 6:11 PM

Cc:

Subject: FW: 2023-12-14 Te Moana Road AND Waikanae Clip on bridge traffic REROUTING

Thanks

I agree with having 4 speed indicator devices in place along Te Moana Rd.

The 2 proposed ped crossings could be temporarily installed with rubber islands and kerb ramps. See below:





RUBBER KERBING & ISLANDS

CODE: 49-PKRSG

Supagrip SafeKerb Ramp

The SupaGrip Safe Kerb Ramp is the only pedestrian kerb ramp in the NZ market that complies to and exceeds...

The crossing at Windsor Ave could be moved West so that it is just East of Richmond Ave – Closer to the existing concrete footpath. Pedestrians may not want to walk a distance over the grass verge to get to a crossing point. They will just dash over where the path ends to the opposite path.

The crossing East of Fleetwood Grove could be moved to just West of Fleetwood Grove intersection for connectivity with existing footpaths.

I'll set up a meeting for next week to discuss. Will include as well.

Cheers



From:		
Sent: Thursday, 14 December 2023 2:08 pm		
To:	<	
Cc:		

Subject: FW: 2023-12-14 Te Moana Road AND Waikanae Clip on bridge traffic REROUTING

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Happy to discuss further but attached is a suggested approach to speed and pedestrian issues on Te Moana Rd as a starting point.

Cheers

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:
Sent: Thursday, December 14, 2023 1:55 PM
To:
Cc:

Subject: 2023-12-14 Te Moana Road AND Waikanae Clip on bridge traffic REROUTING

Hi

A few thoughts

Speed Indicator Signs

- 1. We rotate the speed feedback indicator signs around 4 locations on Te Moana Road including the two sites where the speeds are slightly higher than elsewhere, between the expressway and Old SH1.
- 2. During the period where traffic is diverted down Te Moana Road we should/ could ensure that we have SID devices at all 4 locations, 3 of which are between the expressway and Old SH1.

Pedestrian Refuges

- 3. We have proposals to install pedestrian refuges in 2024-27 as part of the 2023-33 Speed Management Plan at the above 3 x locations
- 4. We could perhaps install temporary crossing points at these locations.
- 5. Perhaps NZTA leads the consultation, and we provide some input re that these could be precursor to a permanent solution if no resulting issues arise?

Cheers

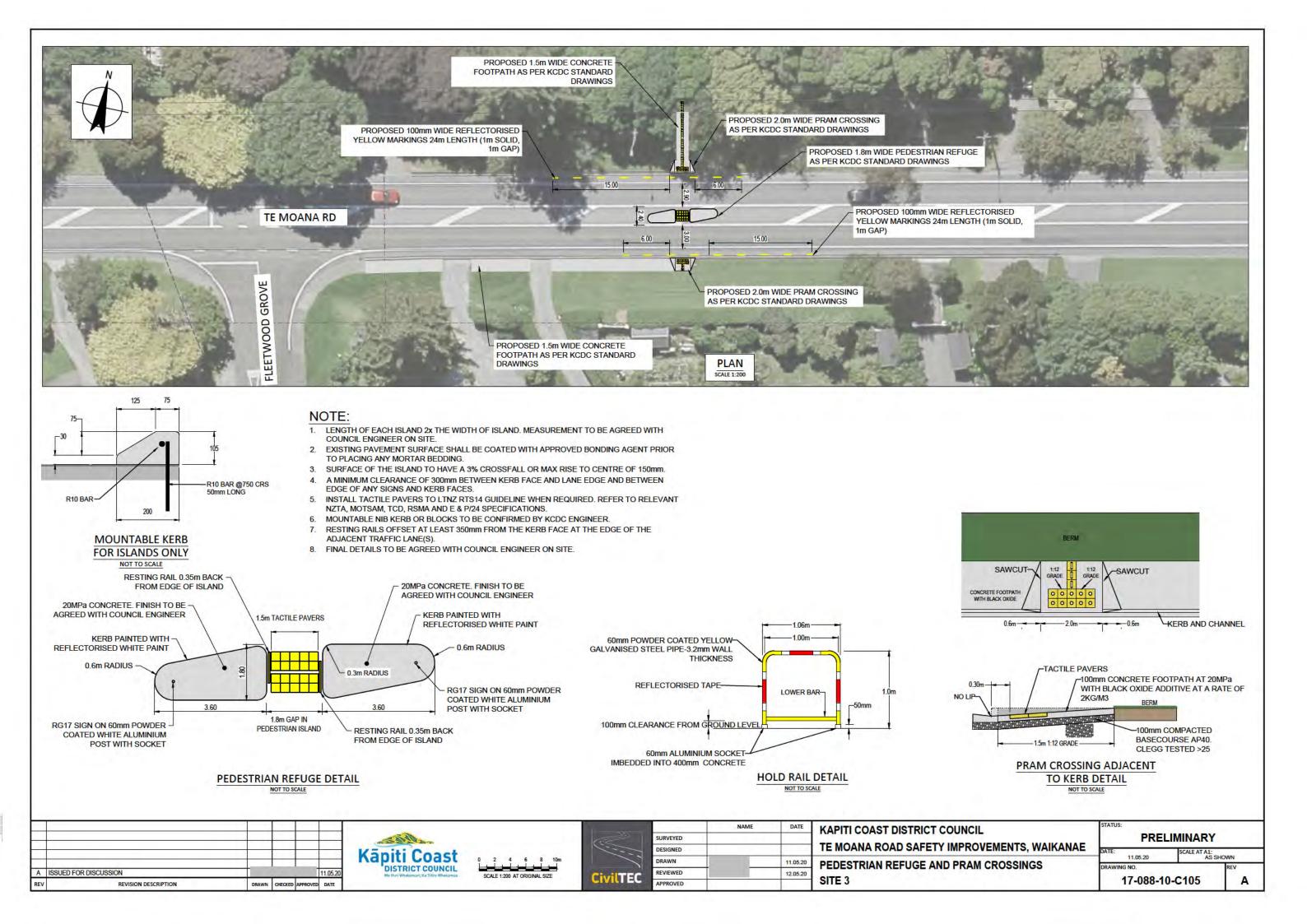
Kāpiti Coast District Council

www.kapiticoast.govt.nz

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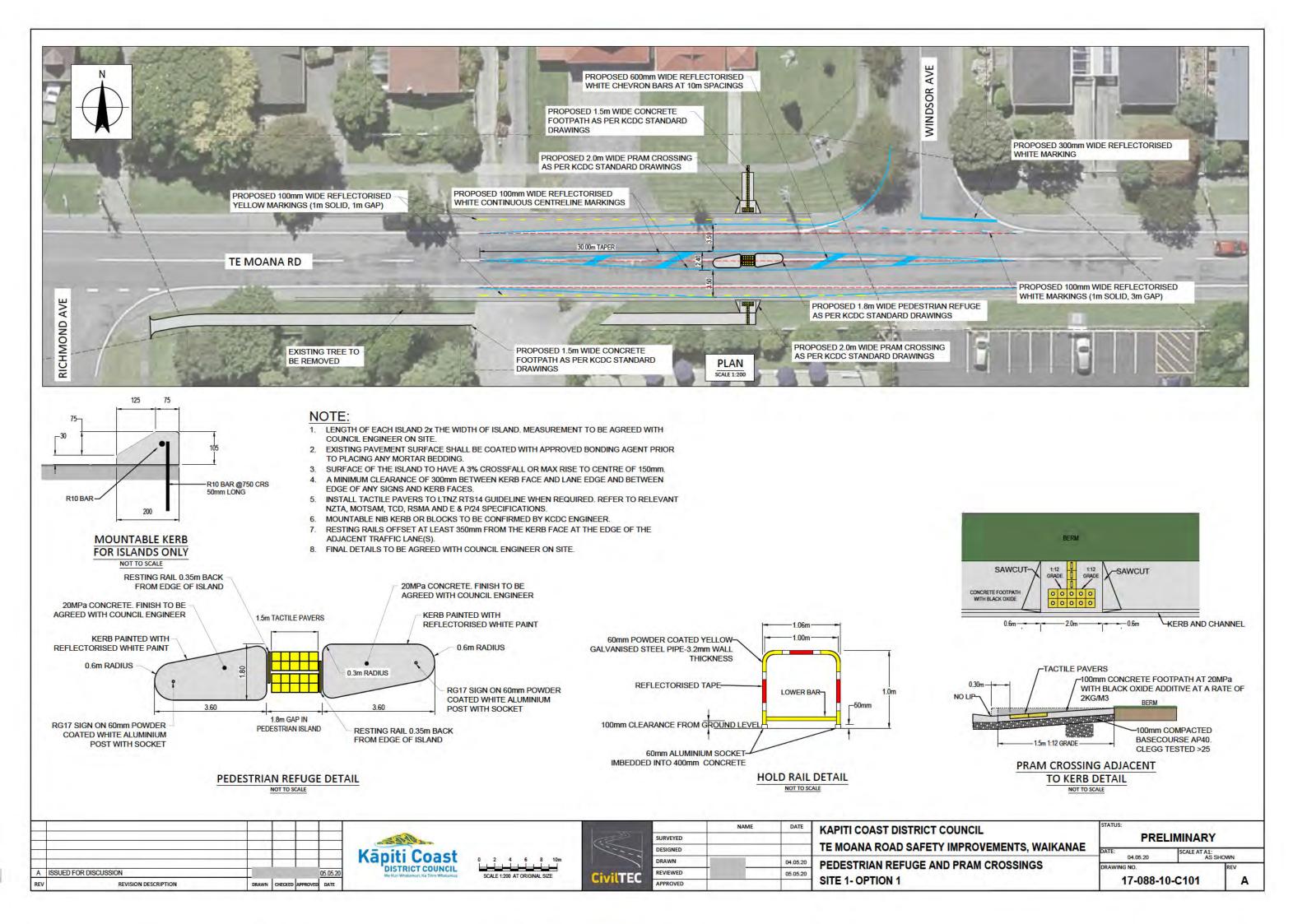
RUBBER KERBING & ISLANDS

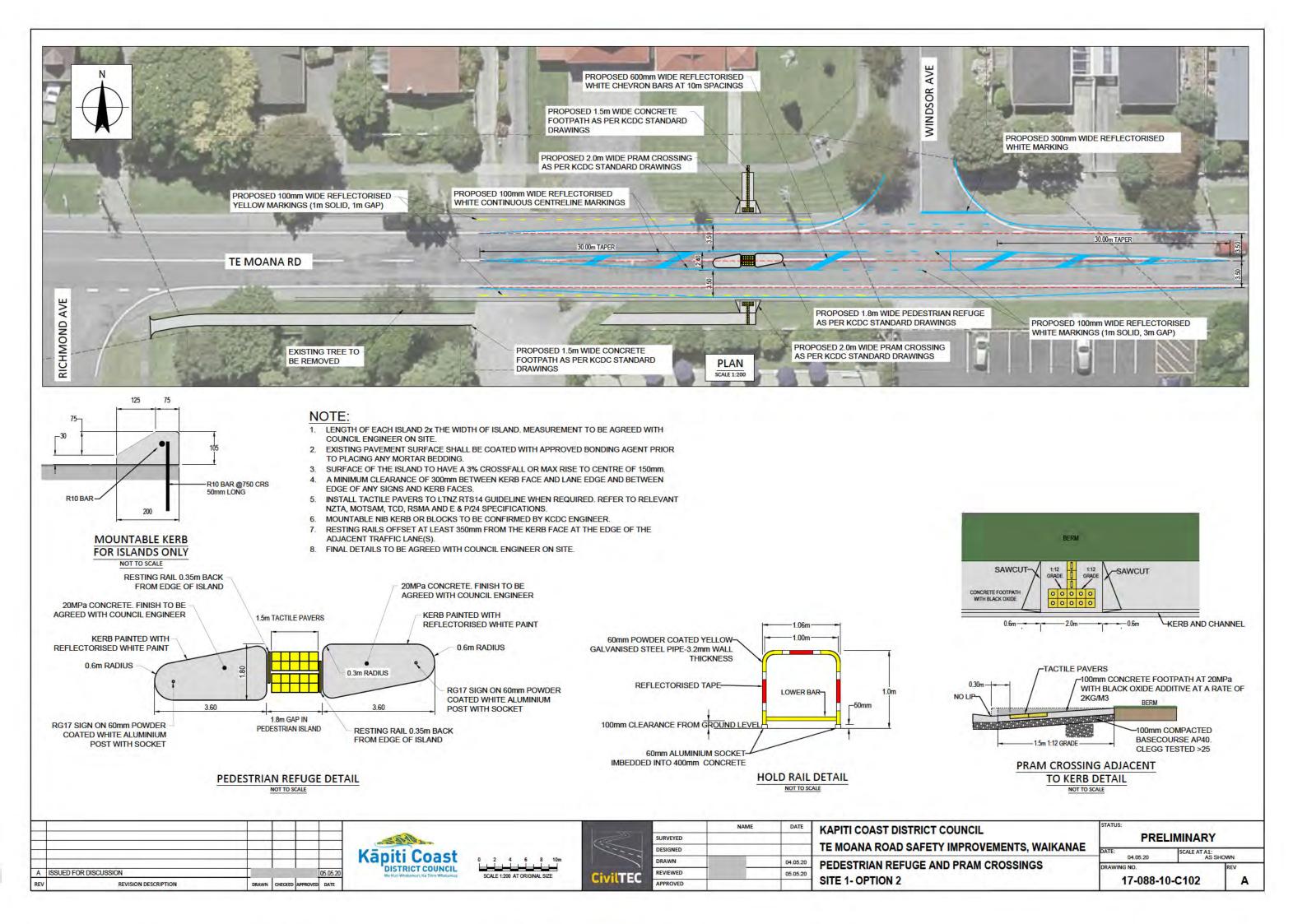
CODE: 49-PKRSG

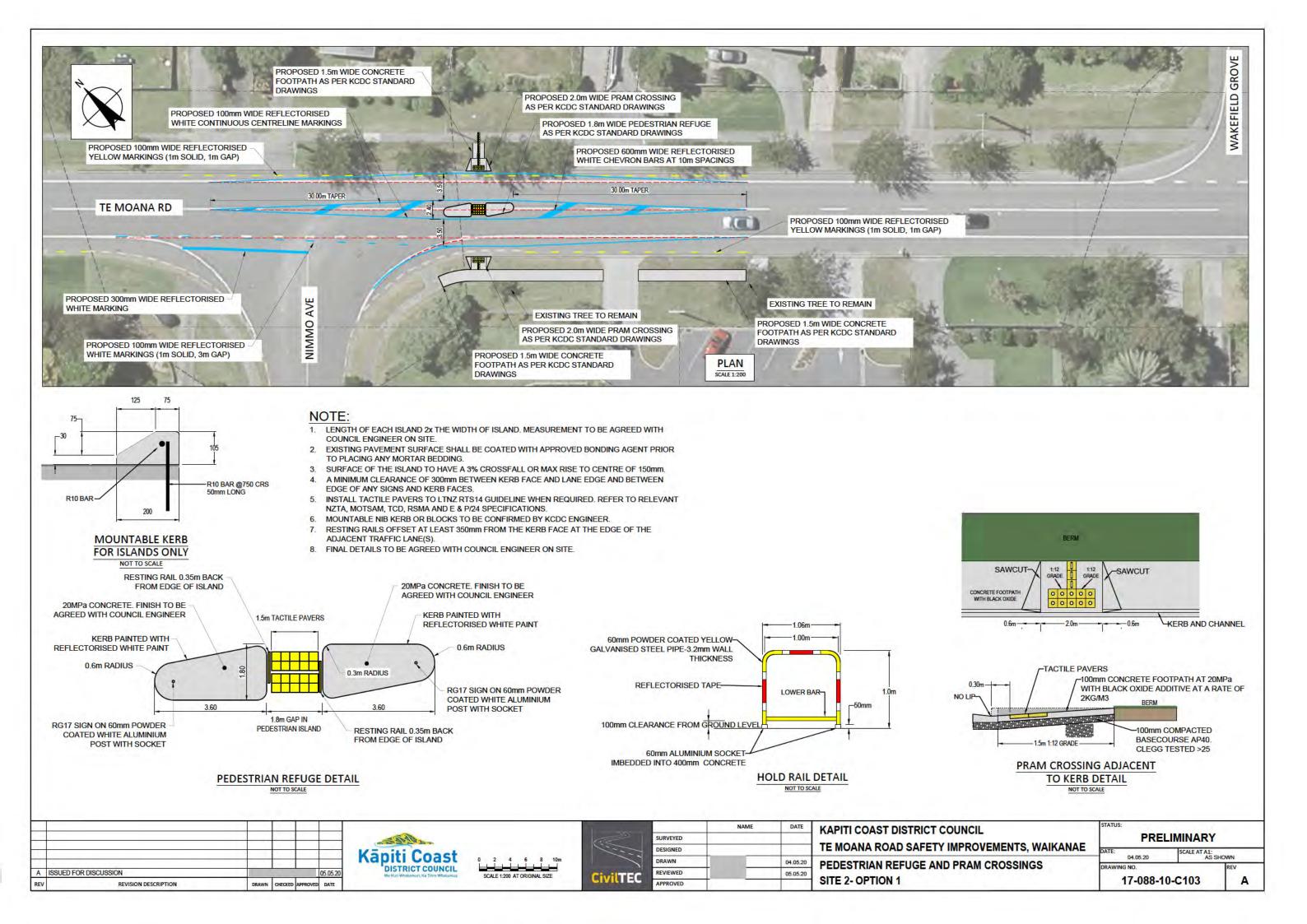
Supagrip SafeKerb Ramp

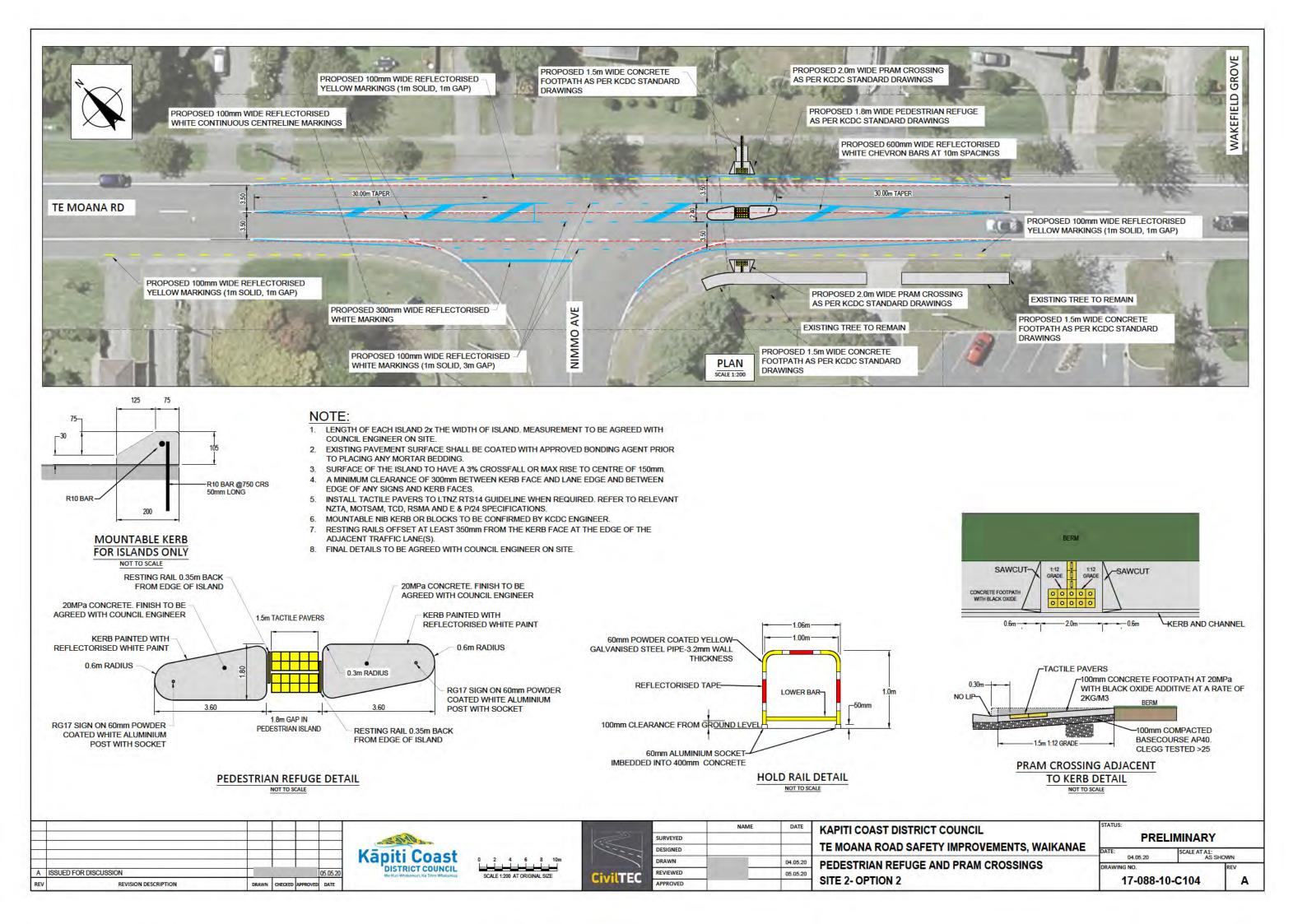
The SupaGrip Safe Kerb Ramp is the only pedestrian kerb ramp in the NZ market that complies to and exceeds...

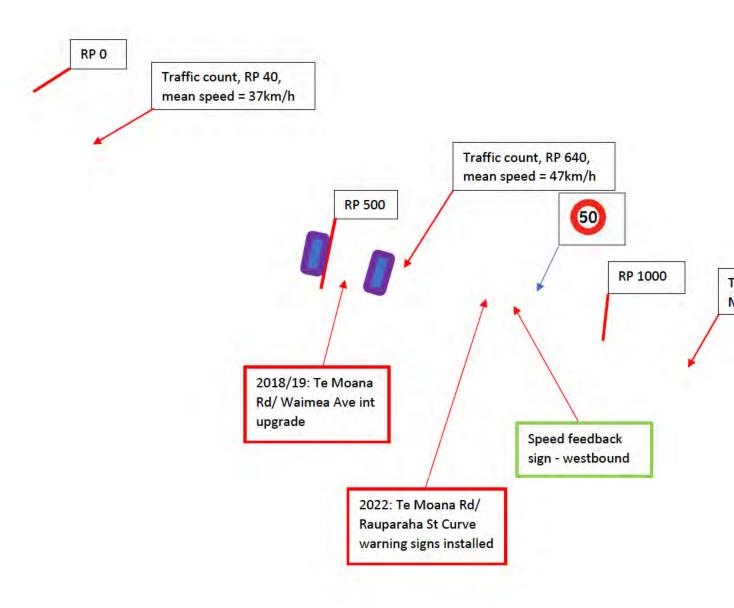




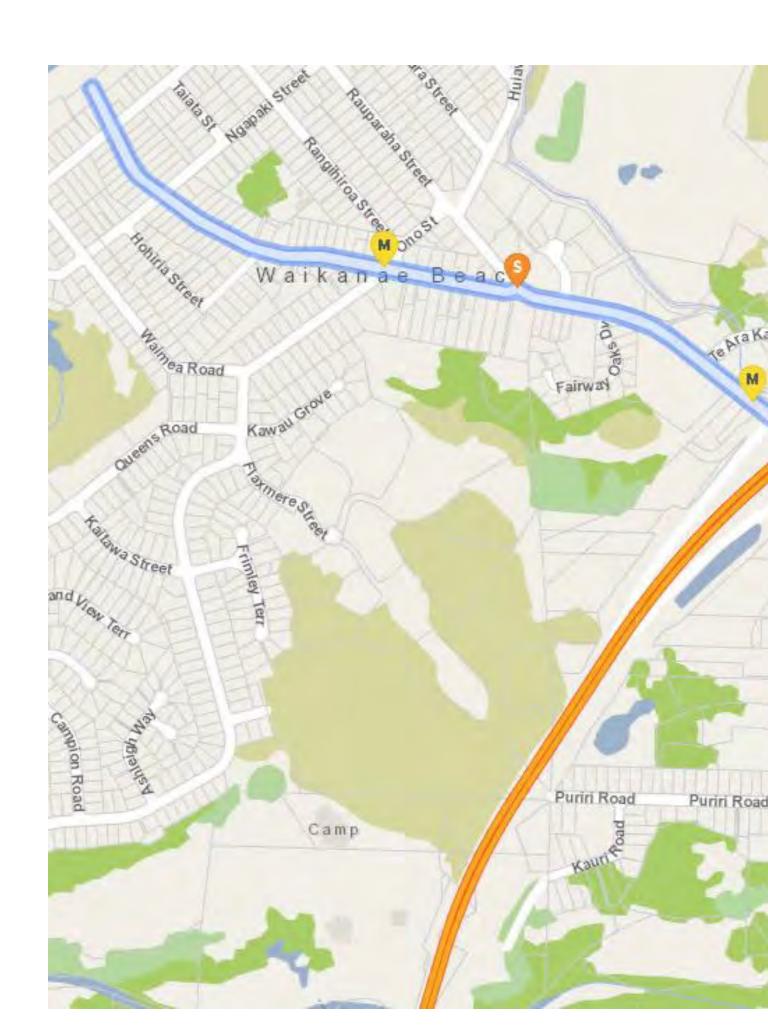


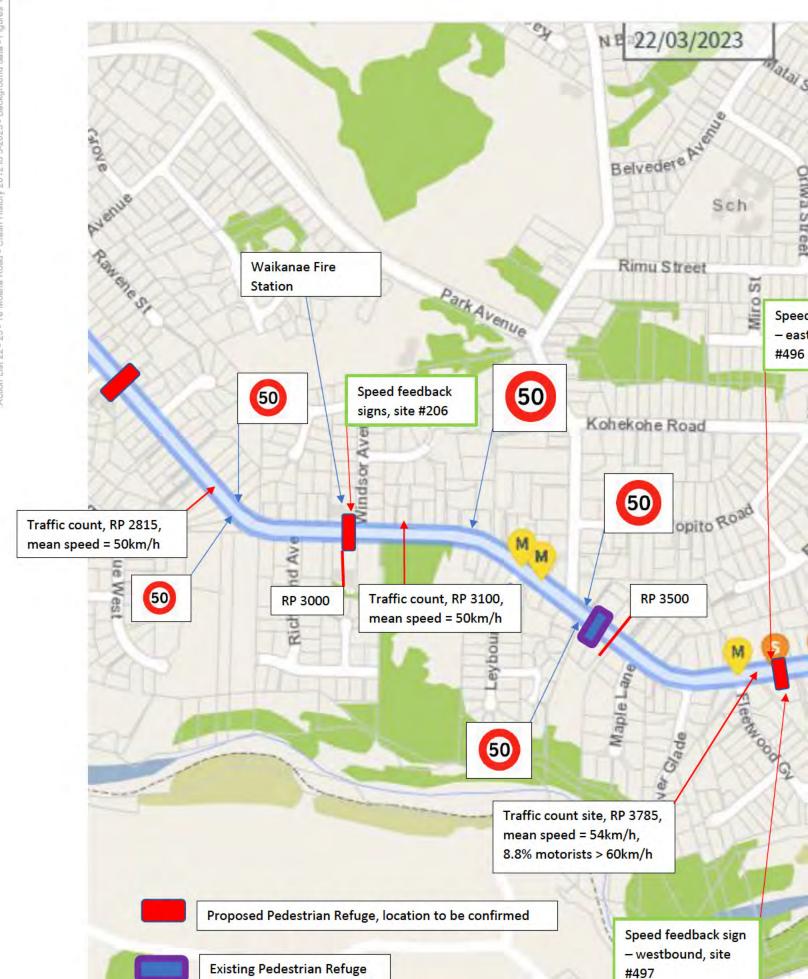






2017: Te Moana Rd/ Park Ave intersection upgrade





 From:
 Sent time:
 12/21/2023 12:15:12 PM

 To:
 Ce:

 Subject:
 2023-12-21 Te Moana Road (Waikanae Clip on bridge) - NZTA REQUEST#1

 Attachments:
 image001.png image002.png image003.png image004.png image005.png image005.png image007.png

One last e-mail.

Following feedback from the Waikanae Community Board lets discuss next year that matter of the crossings remaining after construction of the Waikanae Bridge improvements has been completed, i.e. we may wish to retain the crossings until construction of the permanent crossings (funded by KCDC) commences.

Let's add this to the list to discuss next year.

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:
Sent: Thursday, December 21, 2023 12:09 PM

To:
Cc:
Subject: RE: 2023-12-21 Te Moana Road (Waikanae Clip on bridge) - NZTA REQUEST

Hi

All good. Thanks for the heads-up. I cc'd Higgins and Approach Signs so they are aware.

Cheers

Email:
Teams:
Mobile:

Waka Kotahi NZ Transport Agency

Floor 5, 44 Bowen Street, Pipitea

Private Bag 6995, Wellington 6141, New Zealand

From:
Sent: Thursday, 21 December 2023 11:55 am
To:

Cc:

Subject: 2023-12-21 Te Moana Road (Waikanae Clip on bridge) - NZTA REQUEST

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

Hi

In response to the resident letter that was shared with key stakeholders this morning FENZ has expressed concern that the temporary crossing outside the Waikanae Fire Station (east of Windsor Ave) may cause some issues.

We have agreed that it will be installed and if it does cause issues for the Waikanae Fire Brigade it will be removed, i.e., as per the letter we will trial the crossing.

Given there is a 50/50 chance that the temporary pedestrian crossing point is retained/ removed we recommend that the lowest cost pedestrian refuge is installed.

Apologies for the short notice, but that is the nature of this project.

Merry Xmas.

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:

Sent: Thursday, December 21, 2023 11:49 AM

To:

Cc:

Subject: 2023-12-21 Te Moana Road (Waikanae Clip on bridge) - FENZ FOLLOW UP - Temporary Pedestrian Crossing Points

Hi

As a follow up to our discussion:

- 1. You have been added as the key contact for FENZ.
- 2. Let's catch up early next year where we can discuss what's important to FENZ so we can factor those matters into our planning etc.
- 3. Re Te Moana Road I will instruct NTZA to install a low-cost pedestrian crossing point as indicated in the resident letter. If the crossing causes issues for the Waikanae Fire Brigade, we will arrange its removal.
- 4. I will also follow up re the Kapiti Emergency Services Committee to ensure that the Transport Team is represented.

Kind regards and Merry Xmas.

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:

Sent: Thursday, December 21, 2023 10:28 AM

To:

Subject: Te Moana Road Temporary Crossings

Hi

Thanks for returning my call this morning. Please find my details below.





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From:
Sent time: 12/21/2023 08:16:35 AM

To:
Cc:
Subject: 2023.12.21 Te Moana Road (Waikanae Clip on bridge) - residents Letter - NZTA COPY

Hi

Attached is a copy of the letter that will be delivered today to residents who live near where the proposed crossing points are to be installed.

When the details are available could you please:

- Provide an image of the type of pedestrian refuge that is to be installed and copy in
- Advise the approximate dates of when the pedestrian refuges will be installed –
- Confirm when the pedestrian refuges have been installed –

Attachments: Te Moana Road - Consultation Letter 21.12.23.pdf image001.png image002.png

Cheers and Merry Xmas.











21 December 2023

Dear Resident

Te Moana Road, Waikanae

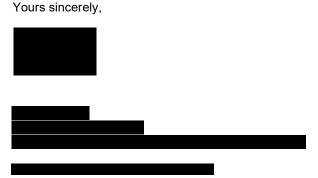
This letter is to inform you that three temporary Pedestrian Crossing Points will be installed by the NZ Transport Agency on Te Moana Road at the locations illustrated in attachment 1.

The purpose of the Pedestrian Crossing Points is to:

- assist pedestrians to cross Te Moana Road safely given that traffic volumes are forecast to increase as a result of southbound vehicles being detoured from Old SH1 while the clip on shared path on Waikanae Bridge is being constructed.
- trial the locations, which if successful will be made permanent in 2024-2027 as part of the \$3m Speed Management Plan Implementation Programme.

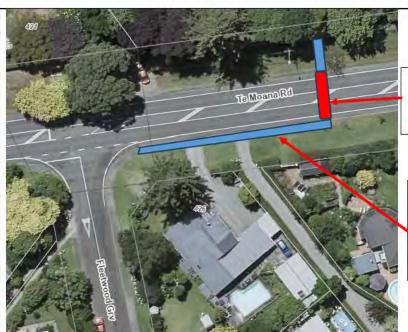
Note that:

- motor vehicles have the right of way at the Pedestrian Crossing points.
- four Driver Feedback signs will be installed east of Park Ave and Fleetwood Grove displaying motorists travel speeds for both directions of travel.
- traffic surveys will be undertaken east of Park Ave and Fleetwood Grove to assess the affects of the changes in traffic volumes.
- further publicity will be undertaken for the wider community.





Attachment 1: Temporary Pedestrian Crossing Point Locations



Proposed location of temporary Pedestrian Crossing Point.

New footpath to be constructed as part of permanent Pedestrian Crossing Point in 2024-2027

Site 1: Te Moana Road - east of Fleetwood Grove

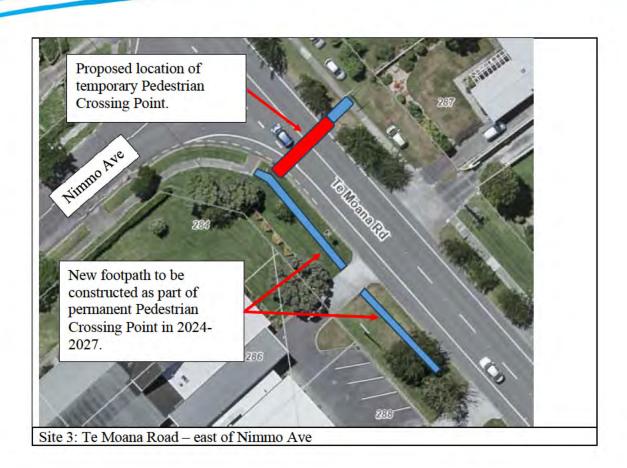


Proposed location of temporary Pedestrian Crossing Point.

New footpath to be constructed as part of permanent Pedestrian Crossing Point in 2024-2027 extending to Richmond Ave.

Site 2: Te Moana Road - west of Windsor Ave







21 December 2023

Dear Resident

Te Moana Road, Waikanae

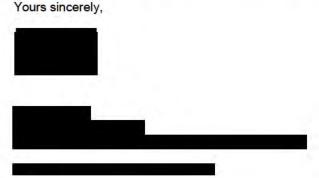
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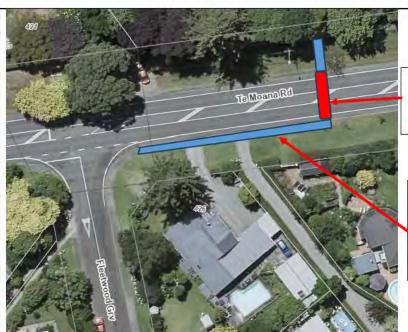
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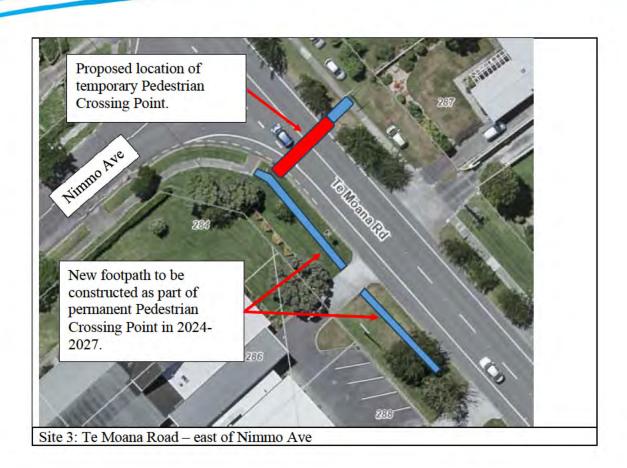


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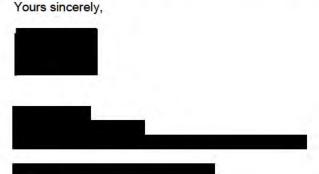
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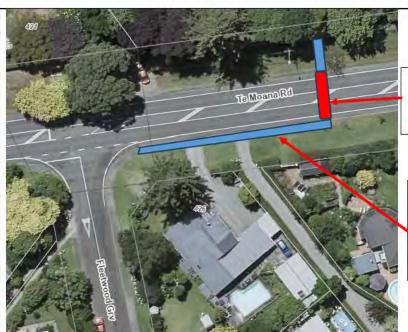
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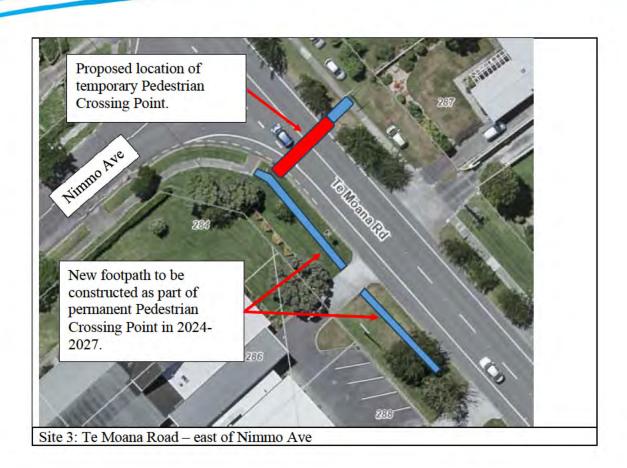


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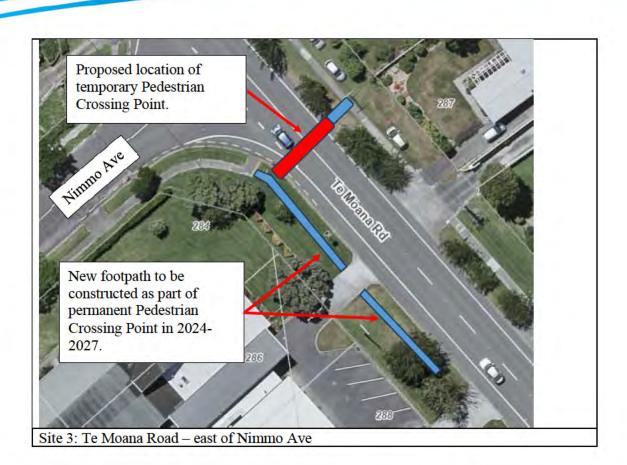
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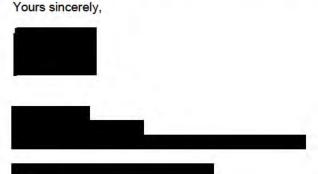
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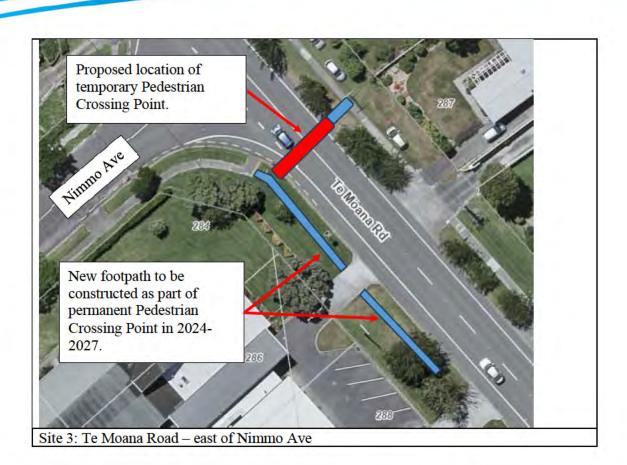
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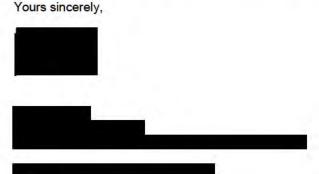
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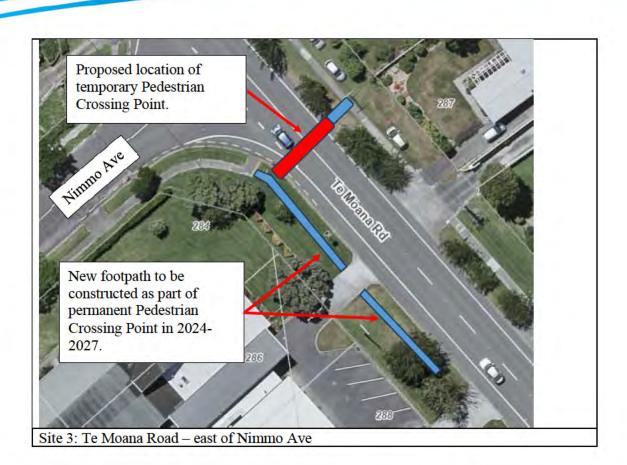
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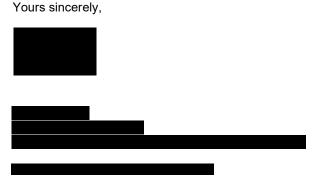
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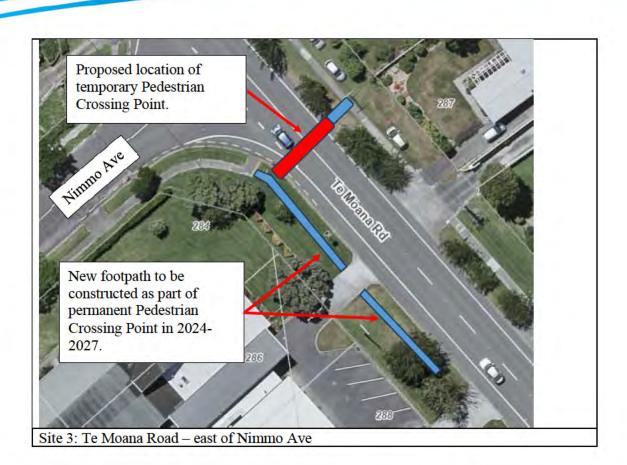
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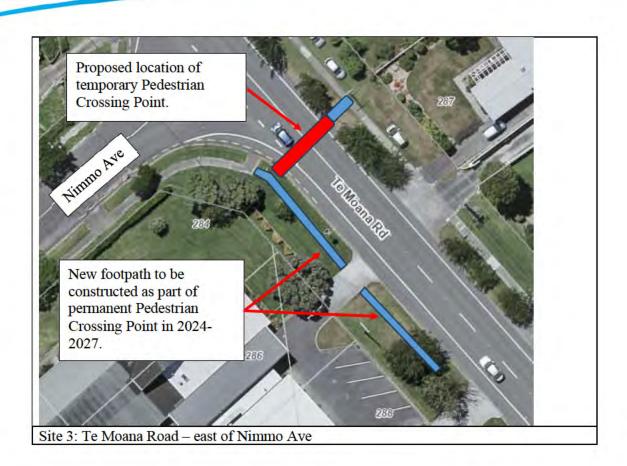
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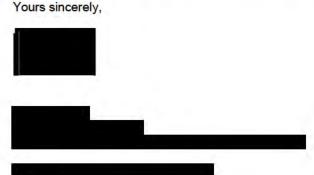
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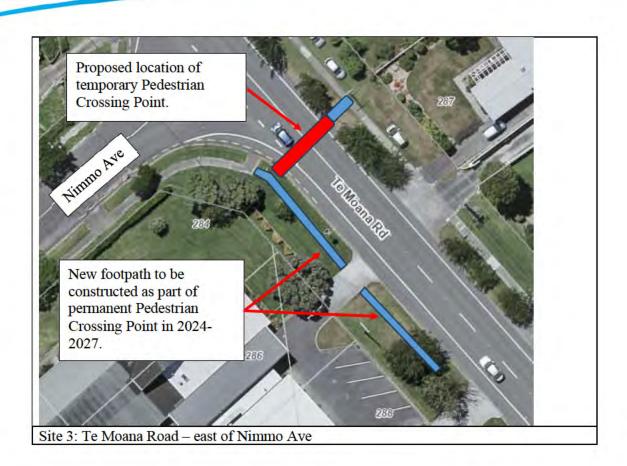
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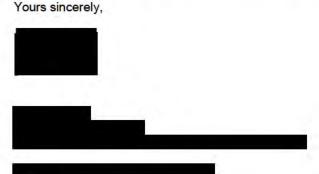
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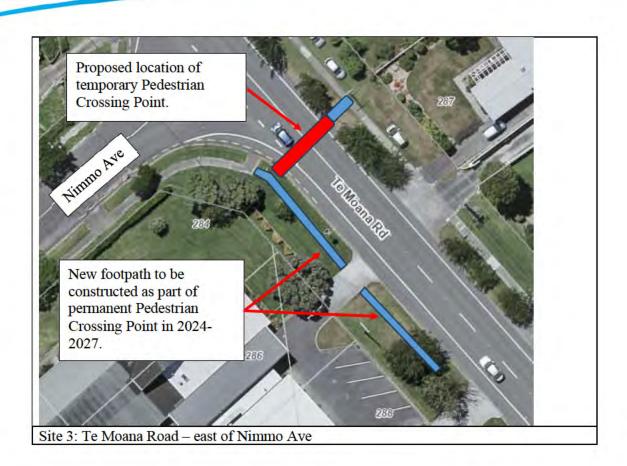
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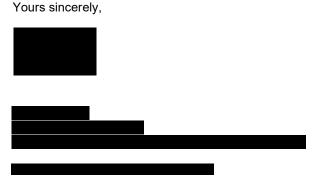
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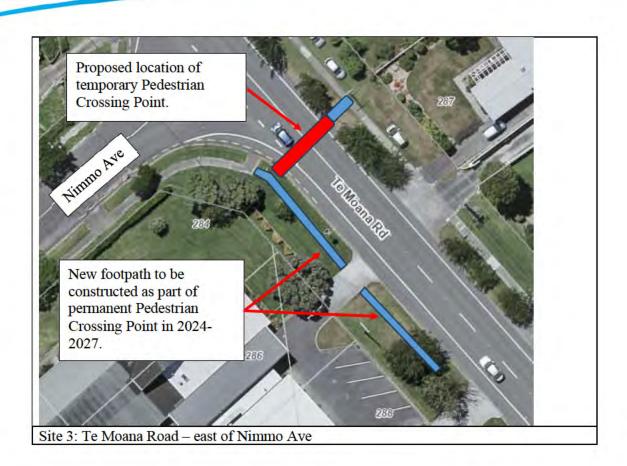
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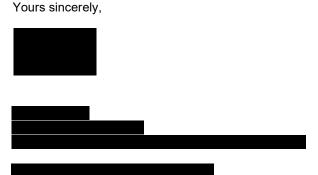
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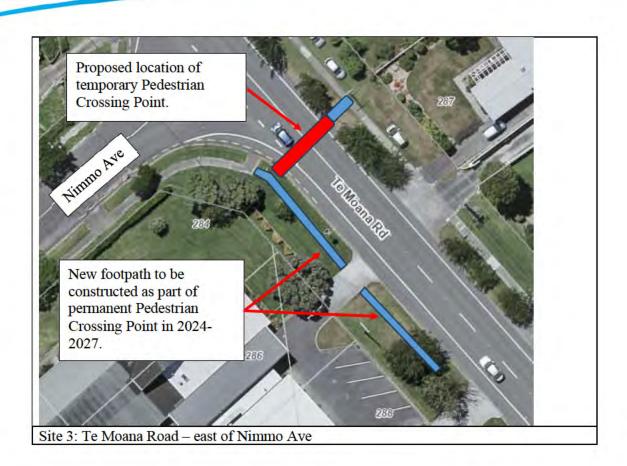
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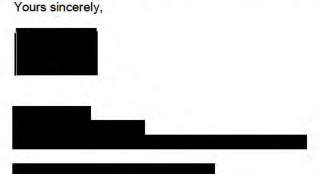
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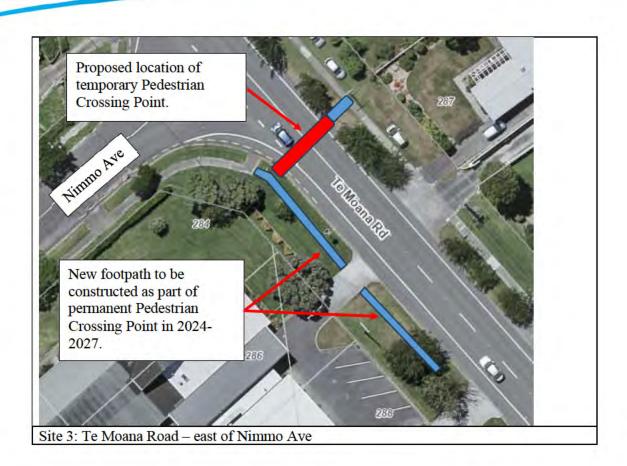
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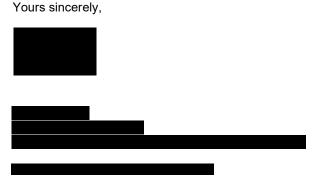
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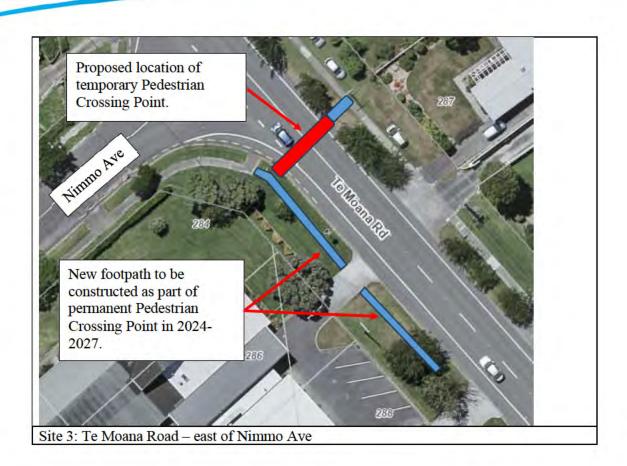
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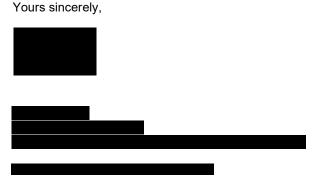
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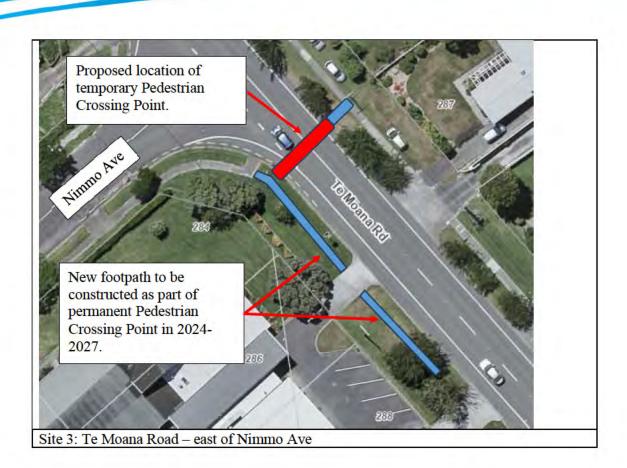
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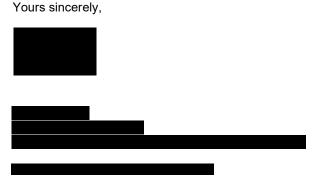
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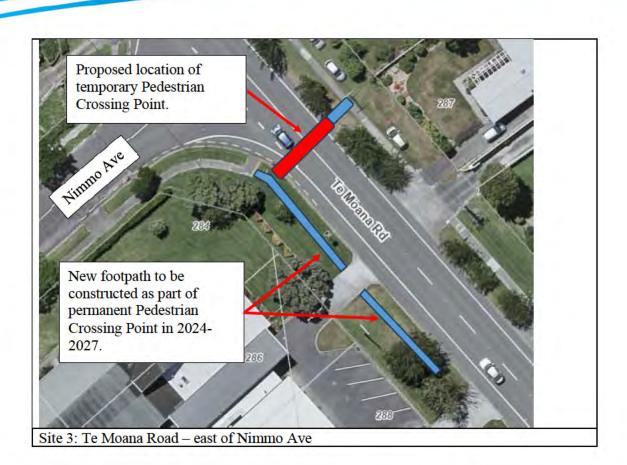
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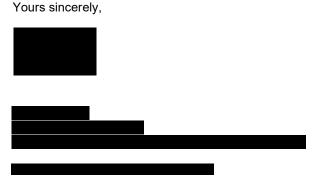
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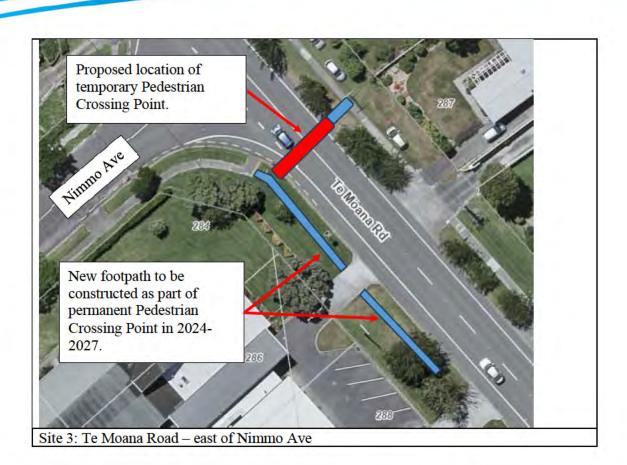
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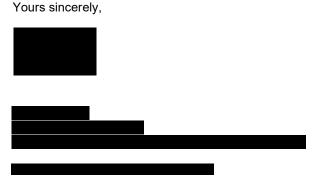
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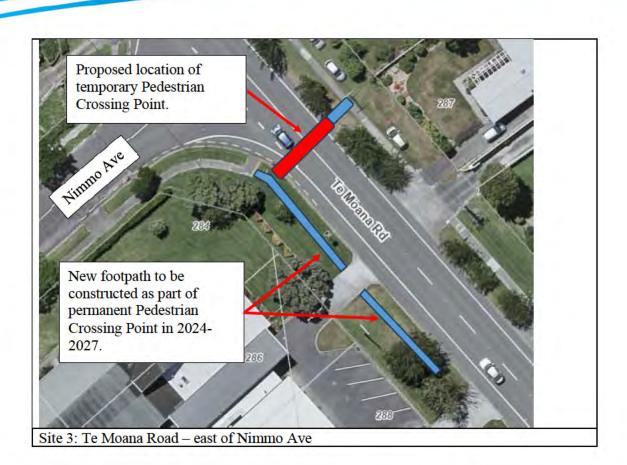
Site 1: Te Moana Road - east of Fleetwood Grove



Proposed location of temporary Pedestrian Crossing Point.

Site 2: Te Moana Road - west of Windsor Ave







Dear Resident

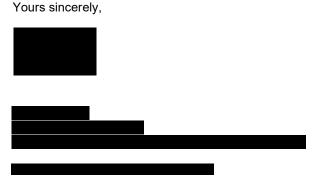
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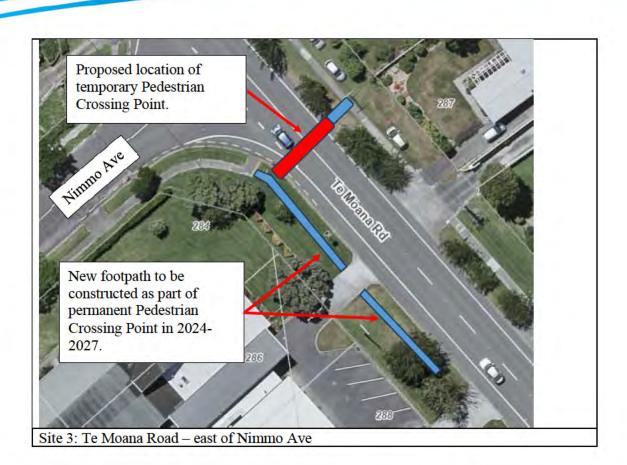
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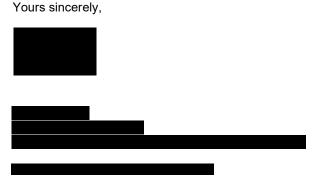
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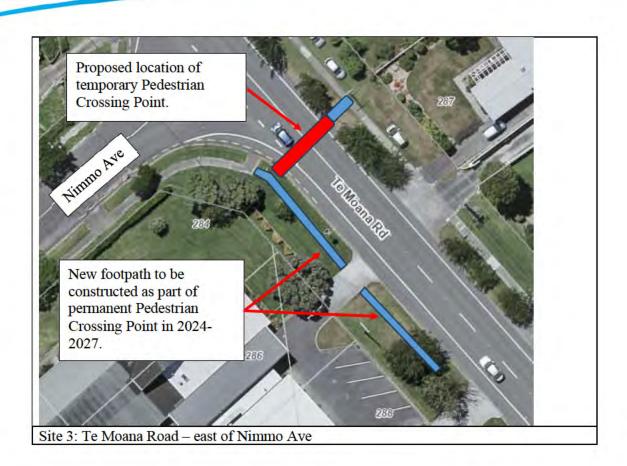
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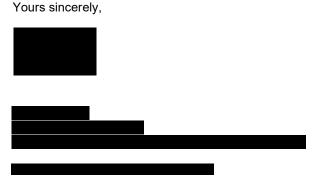
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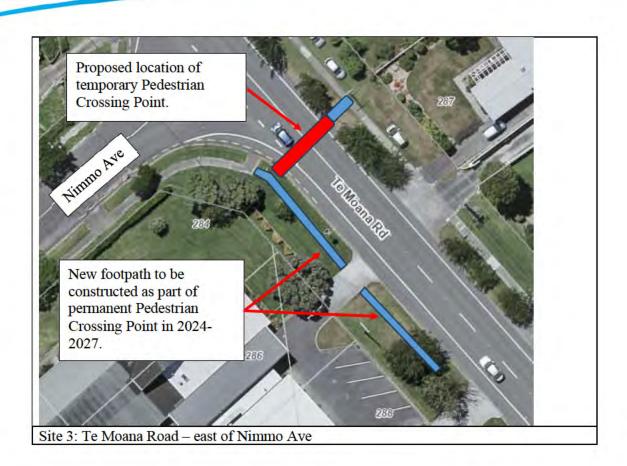
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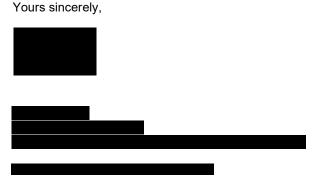
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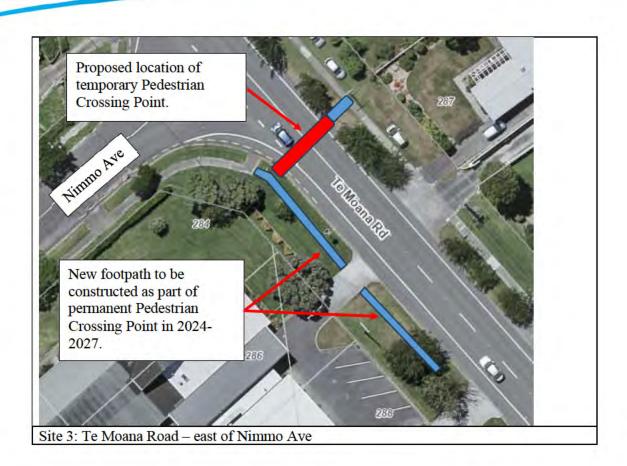
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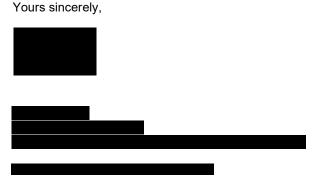
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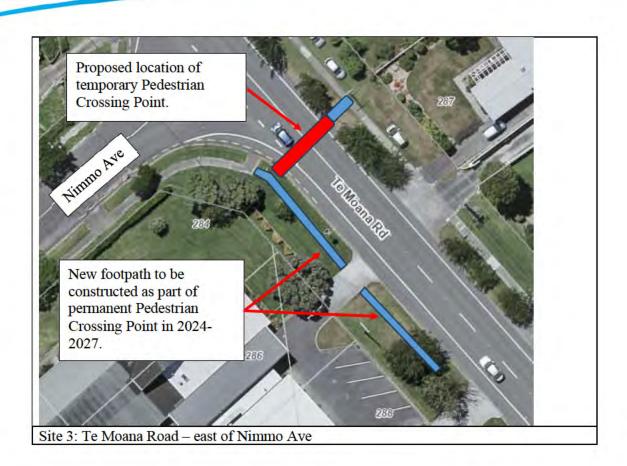
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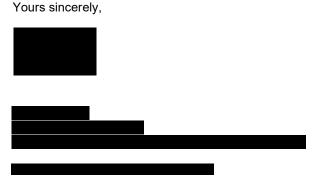
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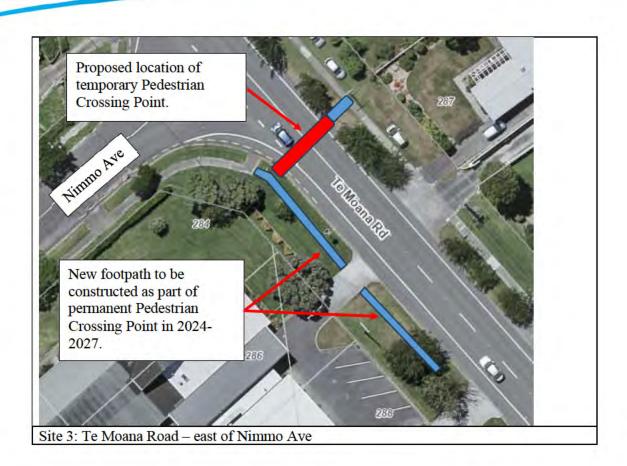
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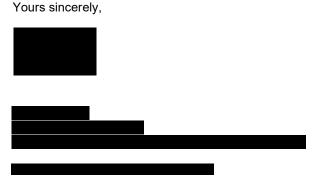
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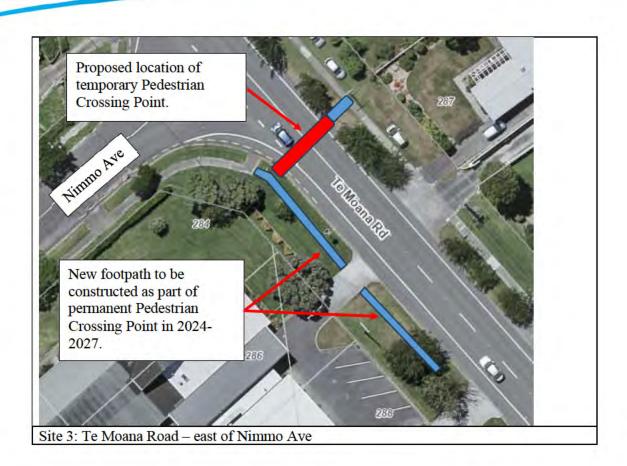
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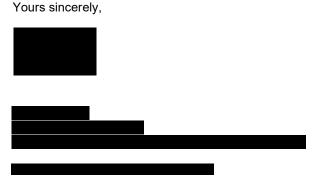
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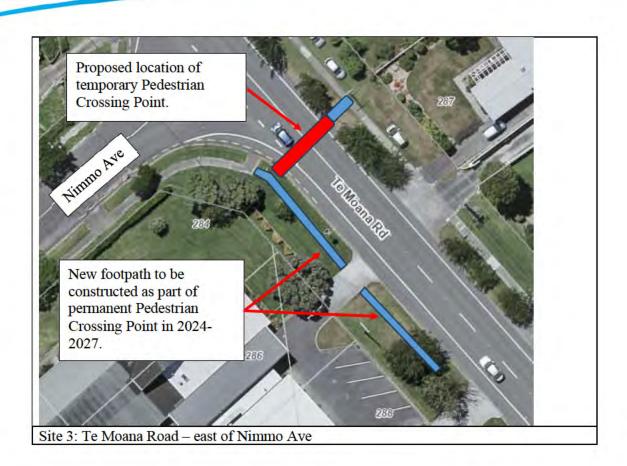
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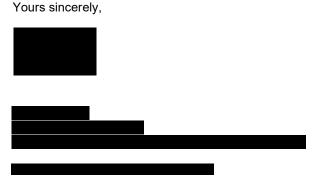
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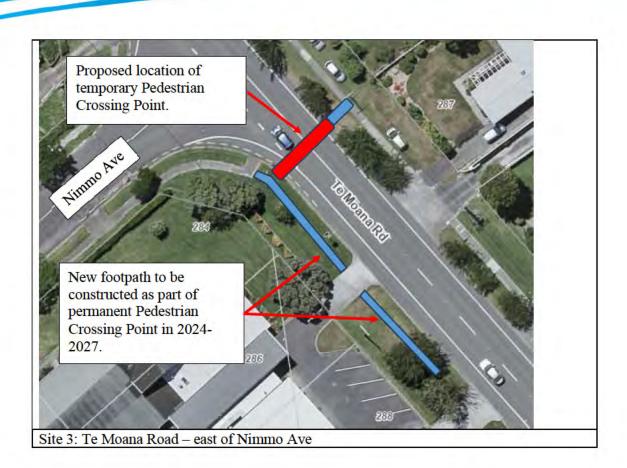
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21 December 2023

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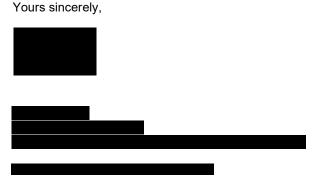
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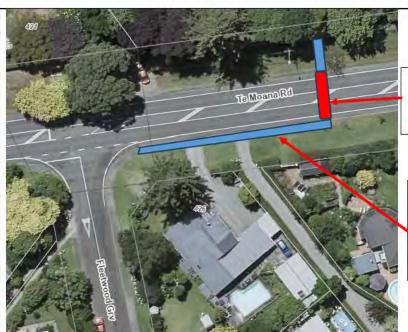
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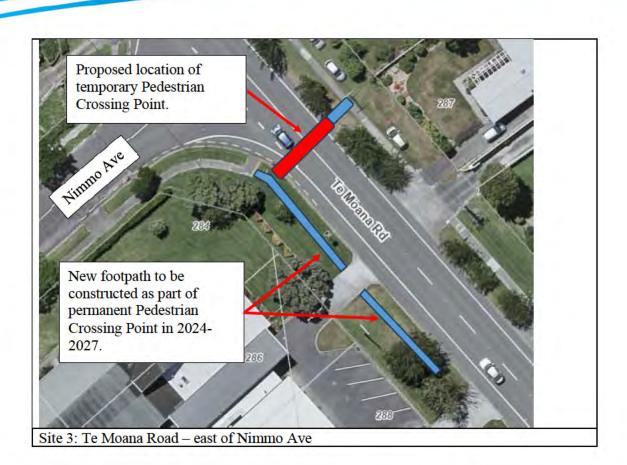


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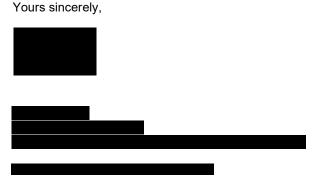
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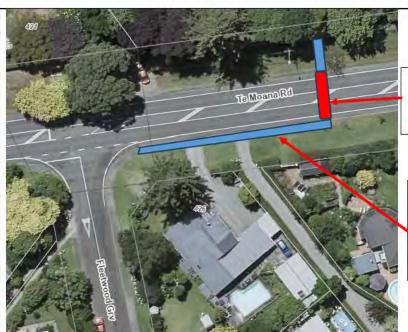
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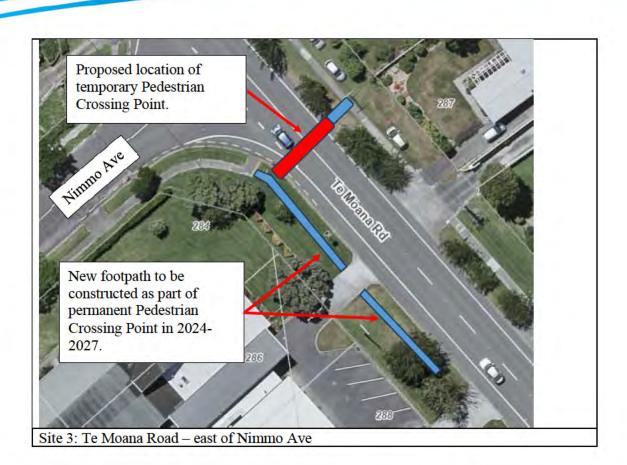


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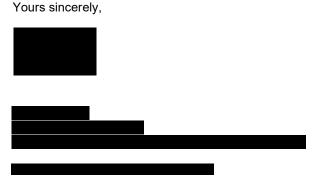
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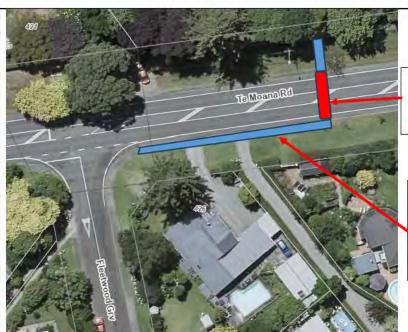
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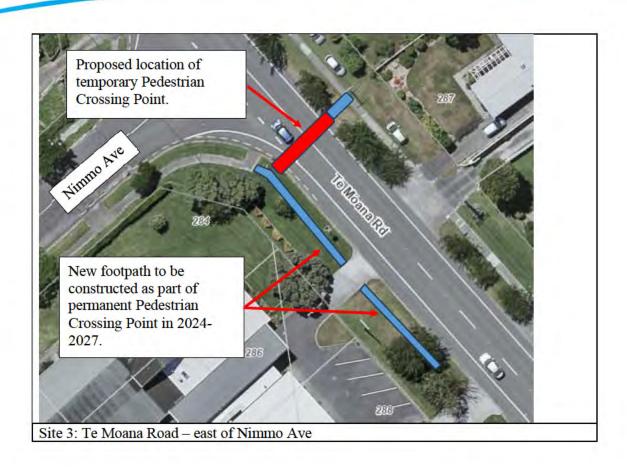


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Sent time:	01/15/2024 11:19:38 AM			
To:				
Subject:	2024-01-15 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING POINTS - Update			
Attachments:	chments: image001.png scan_ronm_2023-12-18-16-35-39.pdf			
Hi everyone	•			
I hope you had a good holiday. there is interest in Te Moana Road and the temporary traffic management.				
	veral e-mails being circulated re the temporary traffic management in Te Moana Road from within the Community e Waikanae Community Board.			
That being the	he case it would be helpful to get an update on the following:			
	ase confirm that the temporary pedestrian refuges will be installed on Te Moana Road before the traffic is diverted m Old SH1.			
b. <mark>Ple</mark> Gro	ase confirm the status of installing the two driver feedback signs facing EASTBOUND traffic, east of Fleetwood ove and east of East of Park Avenue.			
	ase confirm the status of installing the two driver feedback signs facing WESTBUND traffic, east of Fleetwood ove and east of East of Park Avenue Plus 1 x sign west of the expressway.			
a. <mark>Ple</mark> Feb	ase confirm that the monitoring of traffic volumes on Te Moana Road at RP1160, 2020 and 3785 (in the latter half of oruary 2024 once traffic volumes have stabilised following the opening and people returning to work) has been anged.			
	ase arrange for the berms to be mowed and maintained opposite the crossing points as illustrated on the attached			
pla 5. <mark>- Tem</mark>	ns. Apprary Pedestrian Refuge east of Windsor Ave by the fire station:			
b. <mark>FEN</mark>	y be removed if it causes issues for FENZE. They will advise. IZ have requested the installation of some No stopping lines opposite the Fire Station to assist egress. I will estigate.			
Kāpiti Coast D	District Council			
www.kapiticoa	ist_govt.nz			
_				
From: Sent: Wedne To: Cc:	esday, December 20, 2023 7:43 AM			
Subject: 202 CROSSING P	3-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN OINTS			

Thanks for meeting us yesterday.

A couple of comments in red in your e-mail following last nights site visit to confirm that sufficient lighting exists to illuminate the temporary pedestrian crossing points.



www.kapiticoast.govt.nz

From:		
Sent: Tuesday, December 19, 2023 4:23 PM		
To:	<	
Cc:		

Subject: RE: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING POINTS

Hi

Thanks for the meeting earlier today.

To confirm what was discussed and agreed on, the following:

- 1. Two speed feedback signs (1 permanent and 1 temporary) are required to be installed by NZTA, both facing eastbound traffic:
 - a. Temporary sign (East of Fleetwood Grove) Sign only, there is an existing pole and 114mm socket. Agreed.
 - b. Permanent sign (East of Park Avenue) including pole and socket. Agreed.
 - c. Waka Kotahi to pay for the temporary sign, and KCDC to pay for the permanent sign providing the supply and install cost of the new sign is reasonable.
 - d. WTA confirmed they have a used sign available in the ITS store in Porirua. Noted.
- 2. Temporary Pedestrian Crossing points are to be installed at the locations as highlighted on KCDC's plans.
 - a. KCDC to inspect the sites at night to confirm sufficient visibility at current locations. Proceed with the installation at the three locations as the lighting is no less than what exists for several of the existing pedestrian refuges, and it is at a level that combined with the infrastructure outlined below will be visible to motorists..
 - b. Ramps Yellow plastic. Agreed.
 - c. No obstructions to be in the road shoulders, like islands or hold rails. Agreed.
 - d. Refuge islands to be from ground mounted black and yellow rubber berms with hit sticks. Agreed.
 - e. Hit sticks or cones to be added to the existing kerbs. On reflection hit sticks may be better if we can attach to the kerb, i.e. the temporary crossing points are gated.
 - f. Further attention to be given to appropriate signage. Perhaps a T221 Hazard warning on each approach and a RG-17.1 (RD6L) on the nose of each island?
 - g. Waka Kotahi to install and pay for the temporary crossings. Agreed.
 - h. A TMP needs to be submitted.
 - i. No stopping lines are NOT to be installed. If parking becomes an issue KCDC will sort.
 - a. KCDC to ensure that the berms are mowed and maintained opposite the crossing points.

3. Actions:

a. KCDC to undertake consultation with adjacent residents. Agreed. We are planning to deliver letters tomorrow and undertake some publicity.

4. Note:

- a. so am contactable if required.
- b. KCDC will be undertaking some monitoring of traffic volumes on Te Moana Road (west of the expressway and east of Park Ave and Fleetwood Grove). This will assist future comm's.

Regards



Mobile: Waka Kotahi NZ Transport Agency
Floor 5, 44 Bowen Street, Pipitea
Private Bag 6995, Wellington 6141, New Zealand



Subject: RE: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING POINTS

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.



Further to yesterday's meeting and as a precursor to today's I need to confirm tonight when it is dark that the proposed crossings can easily be seen my motorists.

If not, we won't install PLUS we will be recommending that 'New Road Layout' signs are installed on each approach to each crossing.

We are essentially balancing the risk of having no pedestrian refuge with increased traffic volumes versus pedestrian refuges that are not illuminated at night for pedestrians.

The current Level of Service (delays) to pedestrians crossing Te Moana Road is D (unacceptable) which is why we had a number of these in the Forward Works Plan.

With Pedestrian Refugees the LOS decreases significantly even with a significant increase in traffic volume, i.e. a 50% increase has been allowed for.

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:
Sent: Tuesday, December 19, 2023 6:45 AM
To:
Cc:

Subject: RE: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING POINTS

Thanks for your email

I'll work with and our traffic management team to get this implemented.

team – we really appreciate the support from KCDC for this project.

Merry Christmas everyone and happy holidays.

Many thanks



From:
Sent: Monday, 18 December 2023 5:08 pm
To:

Cc:

Subject: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING POINTS

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Hi (KCDC – Please note item 4)

As discussed, we have been out on site and checked the locations of both the two additional speed feedback signs and the three temporary crossing points.

The locations are marked on the attached plans.

Please note:

- 1. Two speed feedback signs are required to be installed by NZTA both facing eastbound traffic, east of Park Avenue and east of Fleetwood Grove.
- 2. Temporary Pedestrian Crossing points are to be installed at the locations as highlighted on the attached plans.
 - a. At these locations they are clear of driveways and will enable traffic to turn right into driveways without stopping following traffic.
 - b. These locations are where we propose to install permanent Pedestrian Crossing Points in the future.
 - c. Temporary pathing is not required, and pedestrians will be required to cross the berm. Please advise when the crossing points are in, and we will arrange mowing of the berm (where required).
 - d. We will review what comm's is required from our end with respect to advising the adjacent landowners and the wider public..
 - e. We anticipate that the shoulder will be kept open, ramps will be provided, and the central refuge will comprise temporary kerbing, safe hit posts and RG-17.1 signs

3. NZTA actions:

- a. Install the temporary pedestrian crossing points x 3 and advise when done.
- b. Install the 2 x speed feed back signs and advise when done.

4. KCDC actions:

- a. Arrange berms to be mowed and maintained opposite the crossing points.
- b. Ensure that the 2 speed feedback back signs are installed and retained for westbound traffic at two locations, i.e. east of Park Avenue and east of Fleetwood Grove PLUS 1 x sign on Te Moana Road west of the expressway.
- c. Arrange for traffic counting to be undertaken at RP1160, 2020 and 3785 in the latter half of February 2024 once traffic volumes have stabilised following the opening and people returning to work.
- d. Ensure that once the permanent pedestrian crossing points are confirmed that they are illuminated.
- e. discuss the comms, adjacent residents, FENZ?, the public?

I hope this helps.

Regards

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:

Sent: Monday, December 18, 2023 4:37 PM

To:

Subject: Your scan (Scan to My Email)

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Camp

2017: Te Moana
Rd/ Park Ave intersection upgrade

Purin Road

Purin Road

Purin Road

Traffic count, RP 2020, mean speed = 53 km/h, 8.4% motorists > 60km/h

Speed feedback sign — westbound

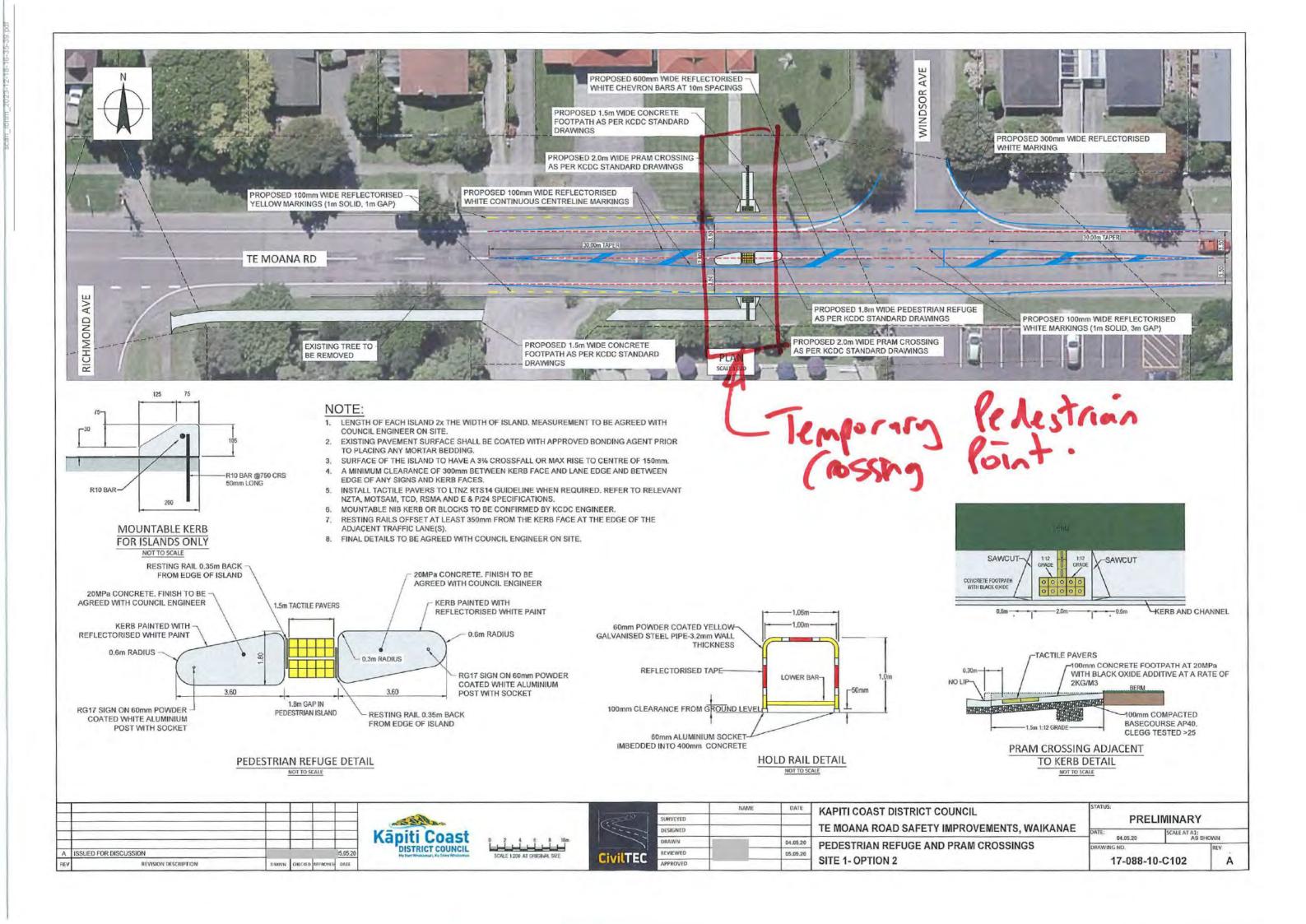
RP 2500

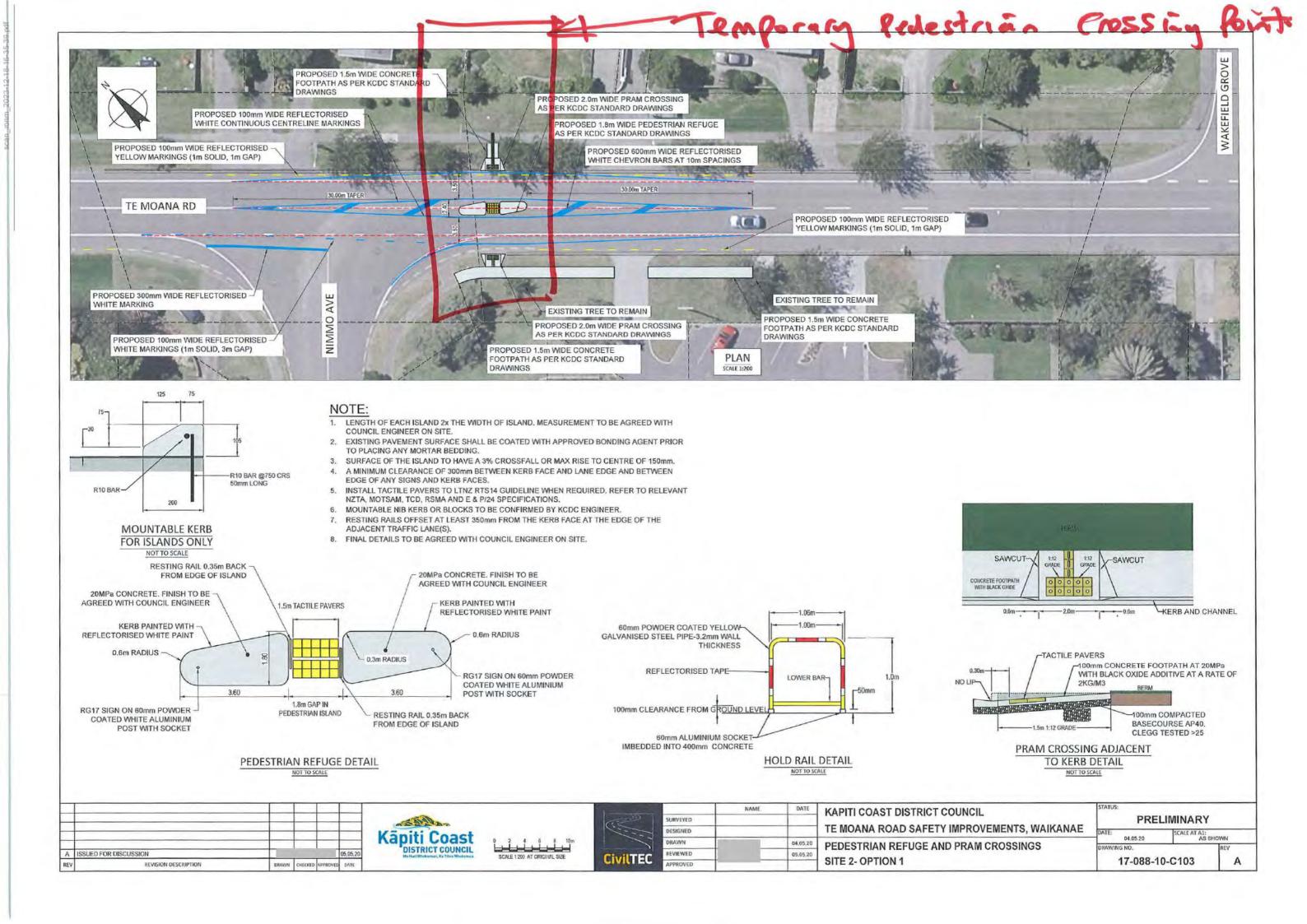
Speed feedback

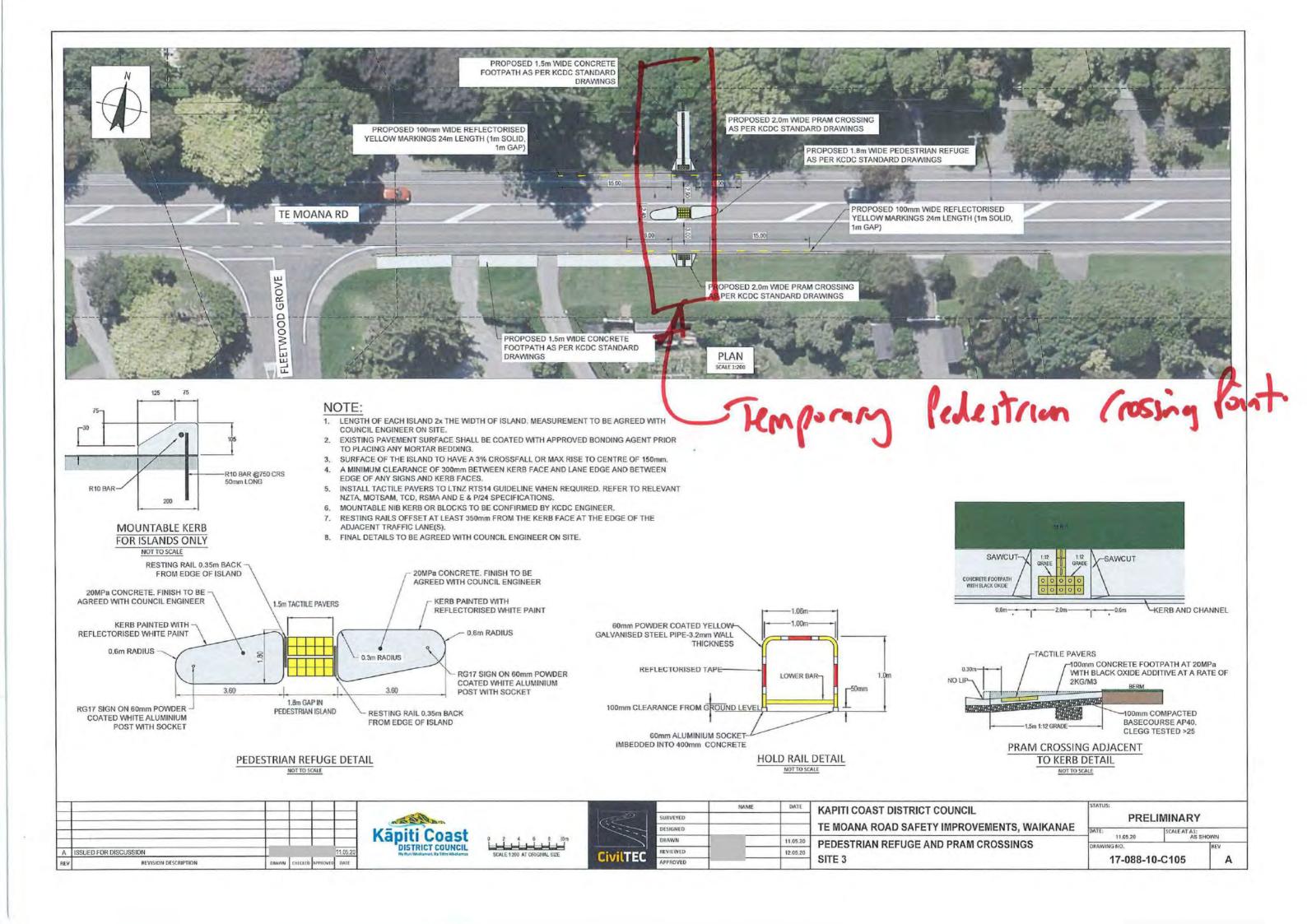
1 of 2

signs, site #207 westbound









From:

Sent time: 01/17/2024 08:55:00 AM

To:

Subject: 2024-01-16 Te Moana Road AND Waikanae Clip on bridge - Monitoring Summary

Attachments: image001.png image002.png

I forgot to send this to you yesterday.

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:

Sent: Tuesday, January 16, 2024 1:17 PM

To: Cc:

Subject: 2024-01-16 Te Moana Road AND Waikanae Clip on bridge - Monitoring Summary

Hi

and I visited Te Moana Road today at 12pm.

Summary notes follow (shared with NZTA) plus has recorded our observations on his phone (if required).

- a. Traffic free flowing along Te Moana Road between Old SH1 and the expressway.
- b. Maximum queue length observed waiting to turn south at the Te Moana Road interchange 12 vehicles.
- c. No issues along Old SH1.
- d. Pedestrians may have some challenges crossing Te Moana Road due to the lack of gaps between vehicles which is why the additional temporary refuges are being installed.
- e. At peak times it is possible that traffic exiting some side roads who wish to turn right will experience significant delays, e.g., Ngarara Road and Park Ave. Suggest that these two intersections are monitored especially in the am peak.
- f. Vehicles were queued approximately 2/3rds up the south bound offramp to Kapiti Road Consideration may need to be given to installing a 'hidden queue' sign on the expressway.

Cheers









- a. Traffic free flowing along Te Moana Road between Old SH1 and the expressway.
- b. Maximum queue length observed waiting to turn south at the Te Moana Road interchange 12 vehicles.
- c. No issues along Old SH1.
- d. Pedestrians may have some challenges crossing Te Moana Road due to the lack of gaps between vehicles which is why the additional temporary refuges are being installed.
- e. At peak times it is possible that traffic exiting some side roads who wish to turn right will experience significant delays, e.g., Ngarara Road and Park Ave. Suggest that these two intersections are monitored especially in the am peak.
- f. Vehicles were queued approximately 2/3rds up the south bound offramp to Kapiti Road Consideration may need to be given to installing a 'hidden queue' sign on the expressway.
- 3. NZTA Advise KCDC once the temporary pedestrian refuges have been installed.
- 4. NZTA Submit TMP for 'signoff' by KCDC given it now involves a local road.
- 5. NZTA Additional temporary markings required to 2 x sites.
- 6. TOC Ongoing monitoring of the signals

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:
Sent: Monday, January 15, 2024 1:48 PM
To:
G

Subject: RE: 2024-01-15 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING POINTS - Update

Hi

The traffic diversion starts tomorrow morning, and the temporary crossings will <u>not</u> be installed today. The final detail of the crossing must still be agreed with KCDC. I will send out a meeting invite for tomorrow.

In terms of the driver feedback signs, the permanent sign will be new (KCDC's to pay for it), and the temporary sign we will get from the Downer yard in Porirua. I asked Downer to confirm that it's still operational – If not, we will lease one from Approach Signs.

Cheers

Email:
Teams:
Mobile:
Waka Kotahi NZ Transport Agency

Floor 5, 44 Bowen Street, Pipitea

From: Sent: Monday, 15 January 2024 11:20 am Subject: 2024-01-15 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN **CROSSING POINTS - Update** CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe. Hi everyone. I hope you had a good holiday. there is interest in Te Moana Road and the temporary traffic management. There are several e-mails being circulated re the temporary traffic management in Te Moana Road from within the Community and from the Waikanae Community Board. That being the case it would be helpful to get an update on the following: 1. a. Please confirm that the temporary pedestrian refuges will be installed on Te Moana Road before the traffic is diverted from Old SH1. b. Please confirm the status of installing the two driver feedback signs facing EASTBOUND traffic, east of Fleetwood Grove and east of East of Park Avenue. a. Please confirm the status of installing the two driver feedback signs facing WESTBUND traffic, east of Fleetwood Grove and east of East of Park Avenue Plus 1 x sign west of the expressway. a. Please confirm that the monitoring of traffic volumes on Te Moana Road at RP1160, 2020 and 3785 (in the latter half of February 2024 once traffic volumes have stabilised following the opening and people returning to work) has been arranged. a. Please arrange for the berms to be mowed and maintained opposite the crossing points as illustrated on the attached - Temporary Pedestrian Refuge east of Windsor Ave by the fire station: a. May be removed if it causes issues for FENZE. They will advise. b. FENZ have requested the installation of some No stopping lines opposite the Fire Station to assist egress. I will investigate. Kāpiti Coast District Council www.kapiticoast.govt.nz From Sent: Wednesday, December 20, 2023 7:43 AM To: Cc:

Subject: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING POINTS

Thanks for meeting us yesterday.

A couple of comments in red in your e-mail following last nights site visit to confirm that sufficient lighting exists to illuminate the temporary pedestrian crossing points.

Catch up with you at 10.30am

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:
Sent: Tuesday, December 19, 2023 4:23 PM
To:
Cc:

Subject: RE: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING POINTS

Hi

Thanks for the meeting earlier today.

To confirm what was discussed and agreed on, the following:

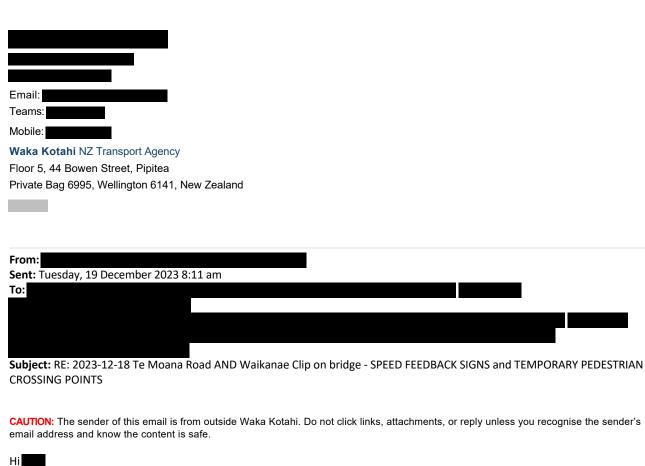
- 1. Two speed feedback signs (1 permanent and 1 temporary) are required to be installed by NZTA, both facing eastbound traffic:
 - a. Temporary sign (East of Fleetwood Grove) Sign only, there is an existing pole and 114mm socket. Agreed.
 - b. Permanent sign (East of Park Avenue) including pole and socket. Agreed.
 - c. Waka Kotahi to pay for the temporary sign, and KCDC to pay for the permanent sign providing the supply and install cost of the new sign is reasonable.
 - d. WTA confirmed they have a used sign available in the ITS store in Porirua. Noted.
- 2. Temporary Pedestrian Crossing points are to be installed at the locations as highlighted on KCDC's plans.
 - a. KCDC to inspect the sites at night to confirm sufficient visibility at current locations. Proceed with the installation at the three locations as the lighting is no less than what exists for several of the existing pedestrian refuges, and it is at a level that combined with the infrastructure outlined below will be visible to motorists..
 - b. Ramps Yellow plastic. Agreed.
 - c. No obstructions to be in the road shoulders, like islands or hold rails. Agreed.
 - d. Refuge islands to be from ground mounted black and yellow rubber berms with hit sticks. Agreed.
 - e. Hit sticks or cones to be added to the existing kerbs. On reflection hit sticks may be better if we can attach to the kerb, i.e. the temporary crossing points are gated.
 - f. Further attention to be given to appropriate signage. Perhaps a T221 Hazard warning on each approach and a RG-17.1 (RD6L) on the nose of each island?
 - g. Waka Kotahi to install and pay for the temporary crossings. Agreed.
 - h. A TMP needs to be submitted.
 - i. No stopping lines are NOT to be installed. If parking becomes an issue KCDC will sort.
 - a. KCDC to ensure that the berms are mowed and maintained opposite the crossing points.

3. Actions:

a. KCDC to undertake consultation with adjacent residents. Agreed. We are planning to deliver letters tomorrow and undertake some publicity.

4. Note:

- so am contactable if required.
- b. KCDC will be undertaking some monitoring of traffic volumes on Te Moana Road (west of the expressway and east of Park Ave and Fleetwood Grove). This will assist future comm's.



Hi

Further to yesterday's meeting and as a precursor to today's I need to confirm tonight when it is dark that the proposed crossings can easily be seen my motorists.

If not, we won't install PLUS we will be recommending that 'New Road Layout' signs are installed on each approach to each crossing.

We are essentially balancing the risk of having no pedestrian refuge with increased traffic volumes versus pedestrian refuges that are not illuminated at night for pedestrians.

The current Level of Service (delays) to pedestrians crossing Te Moana Road is D (unacceptable) which is why we had a number of these in the Forward Works Plan.

With Pedestrian Refugees the LOS decreases significantly even with a significant increase in traffic volume, i.e. a 50% increase has been allowed for.

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From: Sent: Tuesday, December 19, 2023 6:45 AM To: Cc:

Subject: RE: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN **CROSSING POINTS**

Thanks for your email

I'll work with and our traffic management team to get this implemented.

team – we really appreciate the support from KCDC for this project.

Merry Christmas everyone and happy holidays.

Many thanks





Subject: 2023-12-18 Te Moana Road AND Waikanae Clip on bridge - SPEED FEEDBACK SIGNS and TEMPORARY PEDESTRIAN CROSSING POINTS

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

Hi (KCDC – Please note item 4)

As discussed, we have been out on site and checked the locations of both the two additional speed feedback signs and the three temporary crossing points.

The locations are marked on the attached plans.

Please note:

- 1. Two speed feedback signs are required to be installed by NZTA both facing eastbound traffic, east of Park Avenue and east of Fleetwood Grove.
- 2. Temporary Pedestrian Crossing points are to be installed at the locations as highlighted on the attached plans.
 - a. At these locations they are clear of driveways and will enable traffic to turn right into driveways without stopping following traffic.
 - b. These locations are where we propose to install permanent Pedestrian Crossing Points in the future.
 - c. Temporary pathing is not required, and pedestrians will be required to cross the berm. Please advise when the crossing points are in, and we will arrange mowing of the berm (where required).
 - d. We will review what comm's is required from our end with respect to advising the adjacent landowners and the wider public..
 - e. We anticipate that the shoulder will be kept open, ramps will be provided, and the central refuge will comprise temporary kerbing, safe hit posts and RG-17.1 signs
- 3. NZTA actions:
 - a. Install the temporary pedestrian crossing points x 3 and advise when done.
 - b. Install the 2 x speed feed back signs and advise when done.
- 4. KCDC actions:

- a. Arrange berms to be mowed and maintained opposite the crossing points.
- b. Ensure that the 2 speed feedback back signs are installed and retained for westbound traffic at two locations, i.e. east of Park Avenue and east of Fleetwood Grove PLUS 1 x sign on Te Moana Road west of the expressway.
- c. Arrange for traffic counting to be undertaken at RP1160, 2020 and 3785 in the latter half of February 2024 once traffic volumes have stabilised following the opening and people returning to work.
- d. Ensure that once the permanent pedestrian crossing points are confirmed that they are illuminated.
- e. discuss the comms, adjacent residents, FENZ?, the public?

I hope this helps.

Regards

Kāpiti Coast District Council

www.kapiticoast.govt.nz

From:

Sent: Monday, December 18, 2023 4:37 PM

To:

Subject: Your scan (Scan to My Email)

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From:

Sent time: 01/17/2024 08:53:38 AM

Cc:

Subject: 2024-01-17 Te Moana Road AND Waikanae Clip on bridge - Monitoring Summary

Attachments: image001.png image002.png

Hi

To:

I visited Te Moana Road today between 7.55 and 8.15am today (i.e twice) travelling in an anticlockwise direction.

Summary notes follow (shared with NZTA):

- a. It took me between 15 and 20m to do the loop from Waikanae Bridge travelling in an anticlockwise direction.
- b. Traffic free flowing along Te Moana Road between Old SH1 and the expressway.
- c. Maximum queue length observed waiting to turn south at the Te Moana Road interchange: run 1 around 8am: no queues; run 2 around 8.15am queues extending to around 100m west of Park Ave.
- d. No issues along Old SH1.
- e. Ngarara Road no queues observed either run.
- f. Park Ave no queues run 1; 4 vehicles queued run 2.
- g. Vehicles were queued approximately 50% up the south bound offramp to Kapiti Road

I will do another run either tomorrow or Friday around 8.45am.

In summary, issues.

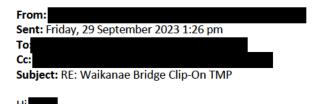








From:	
Sent time: To:	10/02/2023 12:47:27 PM
Subject:	FW: Waikanae Bridge Clip-On TMP
Kāpiti Coast District Coun	ncil
From: Sent: Monday, October To: Cc: Subject: FW: Waikanae	
Hi	
Hope you can help.	
to open the bridge bac	to get the TMP approved for the clip-on work at Waikanae bridge as construction need to get underway k up before the Christmas break. I contacted at WTA and he pointed out that KCDC had mal below. Do you perhaps know what the status of the application is and when approval may be
Cheers	
Email: Teams: Mobile: Waka Kotahi NZ Transprior 5, 44 Bowen Street Private Bag 6995, Wellin	
From: Sent: Friday, 29 Septem To Cc: Subject: Re: Waikanae	
Hi	
Thanks for copying r	me in on this. Who is the person at KCDC's end that we should follow up with? Is it
and I are work	ing to try to close any remaining concerns out and get the TTM approval issued by Monday.
Regards	



There was a lot of loose ends from a local rca perspective that I believe needed clarification prior to saying yes.

Once they are happy I am more than happy to sign off, but issues around the footpath, when works can actually occur given Water Works along Kapiti Road etc as it relates to the detour route etc as below.

KCDC (black) Higgins (red)

Why not trial the Stop & Go of the bridge while the sealing of Bridge Deck is happening (during day–time) A question for

To get a proper gage on how the stop/go will affect road users, I would suggest it needs to be active from 7am
to 7pm

The last time we had Stop & Go on this section was the Chipsealing and there were long delays. But this was a long Chipsealing site, cars travelling long distances one way. The Bridge site will only be say 200m so a faster turnaround. The 2 sections of Old SH1 we chipsealed under stop/go were about 200 metres long, maybe closer to 300 at the Otaihanga end, the other sections were run under a contraflow. The bridge is a lot closer to the Te Moana Road intersection than the Chipseal sites were, so more chance traffic will back up through that intersection and also the Elizabeth intersection including over the railway tracks on Elizabeth Street. Once this happens, it makes it very difficult to flush out the northbound traffic.

Why don't we do the Detour during Day time and have traffic lights during the night hours? Changing the site setup with no pedestrian access will be easier.? Pedestrians or no pedestrians will make no difference to the time it will take changing the site over from a one way with detour to a stop/go, it will still be one lane over the bridge. The only difference is, if there aren't pedestrians on the bridge then there is potential to make the one lane wider which would be beneficial to the heavier vehicles and wider loads, but it will still be one lane. The extra work swapping the site over daily will mean a significant increase in cost for the client, additional staff and plant on dayshift and nightshift + the Highway signage will need to be removed and re-set daily.

Our biggest risk will be the back log of traffic on the Expressway of people wanting to get off at Kapiti Road. This tail is most likely to be on the expressway, this worries us. Fair comment, rephasing of those lights should solve that issue though?

Pedestrian closure of the Bridge has been seen as a sensible option too. I've confirmed with that this is okay, but comms will need to be done and a sign on the track by the Footbridge. Good option and good vision by additional or one-off signs can be printed at Approach signs if required. Comms will play a major part in this, no matter what type of closure is agreed on. Comms that have been suggested are VMS boards, pre-conditioning for 2 weeks and active for the duration of the project, advertise in the local newspaper, Radio station adverts, advertising on various social media platforms, letter drops, emails to business and all emergency services, use WTOC message boards on the Kapiti expressway.

We also have discussed the residents on the south side, they will need to be contacted by letter drop etc. Their trip home from the north will be extended greatly. Green will be the preferred way home to avoid the Kapiti Road Works. A letter drop to these residents will not be a problem, I would assume you would want everyone between the river bridge and Otaihanga notified including Kebbell Drive and Aston Road? Or are you thinking even further south?. Considering the work on Kapiti Road, the alternative detour route sounds like a good option.

Also a big one is to make sure the road can be opened for our emergency services. Both ways. In the case of an emergency as discussed in yesterday's meeting, we can add stop/go signage to the TMP for the northbound traffic so we can stop the northbound flow to allow any emergency services through that need to go southbound over the bridge. Comms will be vital here, so all emergency services know that this is in place should they require it.
Wellington Transport Alliance DDI: Mobile:
From: Sent: Friday, 29 September 2023 12:51 pm To: Cc: Subject: Waikanae Bridge Clip-On TMP

Hi

Apologies for the urgency.

I'm following up on the TMP for the Waikanae Bridge Clip-On. Do you perhaps know when this will be approved. We need to get construction going asap in order to get the bridge open again before the Christmas break.

Would be great to get your response soon.

Cheers



Waka Kotahi NZ Transport Agency

Floor 5, 44 Bowen Street, Pipitea Private Bag 6995, Wellington 6141, New Zealand

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From:	
Sent time:	09/15/2023 04:25:46 PM
To:	
Cc:	
Subject:	RE: Waikanae Bridge Detour.
Attachments:	image006.png image007.png image008.png image002.png

Please see feedback below in RED.

Why not trial the Stop & Go of the bridge while the sealing of Bridge Deck is happening (during day–time) A question for proper gage on how the stop/go will affect road users, I would suggest it needs to be active from 7am to 7pm

The last time we had Stop & Go on this section was the Chipsealing and there were long delays. But this was a long Chipsealing site, cars travelling long distances one way. The Bridge site will only be say 200m so a faster turnaround. The 2 sections of Old SH1 we chipsealed under stop/go were about 200 metres long, maybe closer to 300 at the Otaihanga end, the other sections were run under a contraflow. The bridge is a lot closer to the Te Moana Road intersection than the Chipseal sites were, so more chance traffic will back up through that intersection and also the Elizabeth intersection including over the railway tracks on Elizabeth Street. Once this happens, it makes it very difficult to flush out the northbound traffic.

Why don't we do the Detour during Day time and have traffic lights during the night hours? Changing the site setup with no pedestrian access will be easier.? Pedestrians or no pedestrians will make no difference to the time it will take changing the site over from a one way with detour to a stop/go, it will still be one lane over the bridge. The only difference is, if there aren't pedestrians on the bridge then there is potential to make the one lane wider which would be beneficial to the heavier vehicles and wider loads, but it will still be one lane. The extra work swapping the site over daily will mean a significant increase in cost for the client, additional staff and plant on dayshift and nightshift + the Highway signage will need to be removed and re-set daily.

Our biggest risk will be the back log of traffic on the Expressway of people wanting to get off at Kapiti Road. This tail is most likely to be on the expressway, this worries us. Fair comment, rephasing of those lights should solve that issue though?

Pedestrian closure of the Bridge has been seen as a sensible option too. I've confirmed with that this is okay, but comms will need to be done and a sign on the track by the Footbridge. Good option and good vision by additional or one-off signs can be printed at Approach signs if required. Comms will play a major part in this, no matter what type of closure is agreed on. Comms that have been suggested are VMS boards, pre-conditioning for 2 weeks and active for the duration of the project, advertise in the local newspaper, Radio station adverts, advertising on various social media platforms, letter drops, emails to business and all emergency services, use WTOC message boards on the Kapiti expressway.

We also have discussed the residents on the south side, they will need to be contacted by letter drop etc. Their trip home from the north will be extended greatly. Green will be the preferred way home to avoid the Kapiti Road Works. A letter drop to these residents will not be a problem, I would assume you would want everyone between the river bridge and Otaihanga notified including Kebbell Drive and Aston Road? Or are you thinking even further south?. Considering the work on Kapiti Road, the alternative detour route sounds like a good option.

Also a big one is to make sure the road can be opened for our emergency services. Both ways. In the case of an emergency as discussed in yesterday's meeting, we can add stop/go signage to the TMP for the northbound traffic so we can stop the northbound flow to allow any emergency services through that need to go southbound over the bridge. Comms will be vital here, so all emergency services know that this is in place should they require it.

Happy to discuss further.

Kind Regards

Higgins showing the way

Higgins Contractors Limited

Ruahine Street
PO Box 207
M:
Paraparaumu 5254

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From:

Sent: Friday, 15 September 2023 8:06 am

To:

Subject: Waikanae Bridge Detour.

Ive just had a chat with a couple of people around the office and they have come up with some good points, there maybe an easy answer to these as I'm sure you have thought of these options.

Why not trial the Stop & Go of the bridge while the sealing of Bridge Deck is happening (during day—time)
The last time we had Stop & Go on this section was the Chipsealing and there were long delays. But this was a long Chipsealing site, cars travelling long distances one way. The Bridge site will only be say 200m so a faster turnaround.

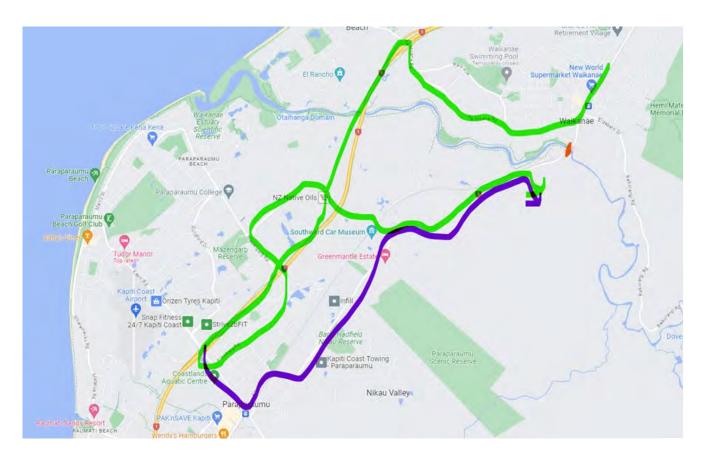
Why don't we do the Detour during Day time and have traffic lights during the night hours? Changing the site setup with no pedestrian access will be easier.?

Our biggest risk will be the back log of traffic on the Expressway of people wanting to get off at Kapiti Road. This tail is most likely to be on the expressway, this worries us.

Pedestrian closure of the Bridge has been seen as a sensible option too. I've confirmed with that this is okay, but comms will need to be done and a sign on the track by the Footbridge.

We also have discussed the residents on the south side, they will need to be contacted by letter drop etc. Their trip home from the north will be extended greatly. Green will be the preferred way home to avoid the Kapiti Road Works.

Also a big one is to make sure the road can be opened for our emergency services. Both ways.







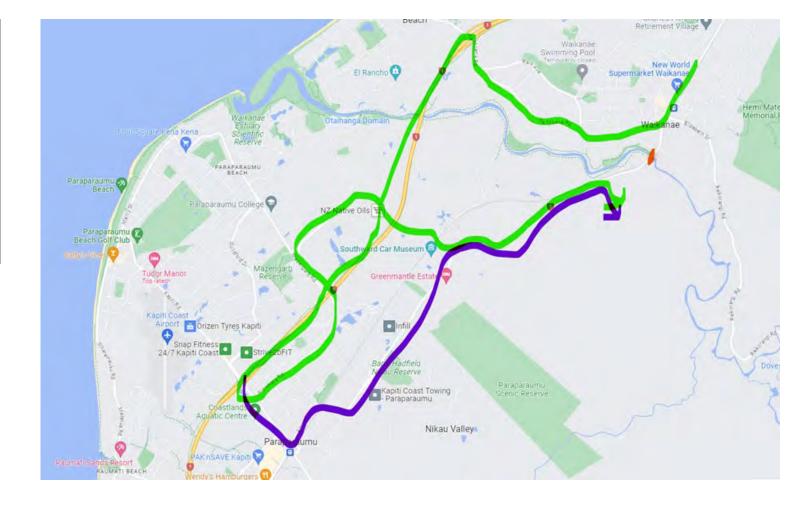




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From:		
Sent time:	09/15/2023 08:06:14 AM	
To:		
Ce:		
Subject:	Waikanae Bridge Detour.	
Attachments:	image001.png image002.png image003.png	image004.png

Ive just had a chat with a couple of people around the office and they have come up with some good points, there maybe an easy answer to these as I'm sure you have thought of these options.

Why not trial the Stop & Go of the bridge while the sealing of Bridge Deck is happening (during day–time)
The last time we had Stop & Go on this section was the Chipsealing and there were long delays. But this was a long Chipsealing site, cars travelling long distances one way. The Bridge site will only be say 200m so a faster turnaround.

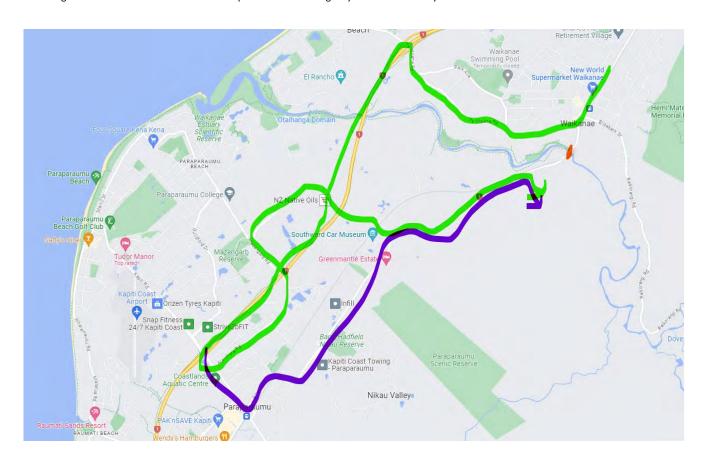
Why don't we do the Detour during Day time and have traffic lights during the night hours? Changing the site setup with no pedestrian access will be easier.?

Our biggest risk will be the back log of traffic on the Expressway of people wanting to get off at Kapiti Road. This tail is most likely to be on the expressway, this worries us.

Pedestrian closure of the Bridge has been seen as a sensible option too. I've confirmed with that this is okay, but comms will need to be done and a sign on the track by the Footbridge.

We also have discussed the residents on the south side, they will need to be contacted by letter drop etc. Their trip home from the north will be extended greatly. Green will be the preferred way home to avoid the Kapiti Road Works.

Also a big one is to make sure the road can be opened for our emergency services. Both ways.



Nga Mihi

Hi







