Traffic Management Plan

Location:	Peel Forest / Dennistoun Road Landfill remediation works
TMP Start Date:	28/04/2025
TMP End Date:	31/03/2026
CAR #	R1095526

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Paul Forbes
STMS Number 40082
Timaru District Council
PJ Forbes
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ROONEY Earthmoving

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WAKA KOTAHI NZ TRANSPORT AGENCY

RCA consent (e.g., CAR/WAP) and/or RCA contract reference

TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM

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

Organisations / TMP reference	**TMP reference:**	**Contractor (Working space):** ROONEY Earthmoving	**Principal (Client):** TIMARU DISTRICT COUNCIL
		Contractor (TTM): ROONEY Earthmoving	**RCA:** TIMARU DISTRICT COUNCIL

	Road names and suburb	House no./RPs *(from and to)*	Road level	Permanent speed
Location details and road characteristics	*Peel Forest Road, Peel Forest*	*From RP Peel Forest Road/11.795* *To RP Peel Forest Road/11.625*	*Lv CAT A*	*50km/h*
	Dennistoun Road	*From RP Dennistoun Road/0.750* *To end of Dennison Road*	*Lv CAT A*	*50km/h*
Traffic details (Main route)	**AADT** *Peel Forest Road - 488 (est) 20/06/2024 13.59% heavy* *Dennistoun Road - 42 (est) 20/06/2024 9.7% heavy*	**Peak flows** *7am to 9am* *4pm to 6pm Monday to Thursday* *3:30pm to 6pm Friday*		

Description of work activity

This TMP is for REL to complete the Peel Forest Remediation works.
Trucks crossing required as there will be no more than 15 truck movements per day on Dennison Road.

Planned work programme

Start date	28/04/2025	Time	0600	End date	31/03/2026	Time	1800

Consider significant stages, for example: • road closures • detours • no activity periods.	Site Overview – TMD 1.0 Trucks Crossing – TMD 2.0 Road closure at the end of Dennison Road – TMD 3.0 Shoulder closed to install posts for Truck crossing signs – UTMD F2.7 Install closure: 0600 to 0700 or when set-up is completed. Site active: 0700 to 1700 Closure removal: 1700 to 1800 when works are fully complete. Trucks crossing signs will be hinged and folded down each day. Fire station near site, our works will not affect this.
Alternative dates if activity delayed	If additional time is required to complete these works a time extension will be applied for. The planned work programme includes a time contingency in case of unforeseen delay Delays may be as a result of: ➢ Inclement weather ➢ Unforeseen changes to work process ➢ Material Delivery (as a result of changes noted above)

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Road aspects affected (delete either Yes or No to show which aspects are affected)					
Pedestrians affected?	No	**Property access affected?**	No	**Traffic lanes affected?**	No
Cyclists affected?	No	**Restricted parking affected?**	No	**Delays or queuing likely?**	No

Proposed traffic management methods	
Installation (includes parking of plant and materials storage)	*An STMS with appropriate qualifications for the road level/category must establish the site.* ***Pre-Depot Departure*** • *Before leaving the depot, the STMS is to:* ➢ *Check the TMP is accepted and current* ➢ *Check all TTM vehicles are serviceable and sufficient for the operation* ➢ *Check all equipment (signs and cones) are loaded and secure, and in the correct order for offloading and on the non-traffic side of the work truck.* ➢ *Check applicable mobile operation equipment is in working order (flashing beacons etc)* ➢ *Check all radio and battery-operated equipment charged and working* ➢ *Check all TTM workers have been briefed and are competent for their assigned roles, and* ➢ *Check PPE is worn and in acceptable condition* ***Site Location*** *Prior to commencing establishment, the STMS will conduct a site drive over to assess the on-site conditions to ensure that the required plan is appropriate for the intended location. Any minor changes are to be documented (if a major change is required, this TMP will not be valid).* ***TM Crew Briefing*** *Before deployment of the worksite, the STMS will determine the TM crew briefing location, in an area that provides good visibility. During the crew briefing, the STMS will* ➢ *conduct an onsite risk assessment including traffic count to ensure volumes are appropriate, and* ➢ *complete the interim form for checking TMP's prior to installation* ***Mobile Closure Operation for Static Signage and Delineation*** *The TMD will be deployed under a mobile operation utilising the applicable vehicles. A communication system with a consistently available channel must be used in each vehicle. In addition, all vehicle signs must be clean, visible and in acceptable condition with all flashing beacons tested prior to use.* *The installation will be undertaken by a mobile operation – TMD KG 1* ***Setting trucks crossing*** • *The sign and equipment vehicle to proceed along the left side of the road in one direction as the crew positions the signs from the non traffic side of the vehicle either to the side or in front of the vehicle observing 10m roll ahead.* ○ *Worker will pull far left in the berm as possible and unclip the Truck Crossing signs in ALL directions.* *When installed complete an initial site check of site ensure the site is:* ➢ *safe* ➢ *to the minimum standard shown in the TMP and that:* *a) the restriction to traffic flow is reasonable* *c) the signs and delineation devices are securely erected and will remain in their correct position*

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Proposed traffic management methods	
Attended (day)	**SITE SET UP ATTENDED:** Site Overview – TMD 1.0 Trucks Crossing – TMD 2.0 Road closure at the end of Dennison Road – TMD 3.0 Shoulder closed to install posts for Truck crossing signs – UTMD F2.7 • The TMP **must** be available on-site at all times. **PEDESTRIANS:** • *No footpath in this location, but need to be mindful of people walking on the grass berm* **BUSES:** • *No bus stops will be affected* **CYCLIST:** • *No cycle lane* **SCHOOLS:** • *Work does not fall within 50m of any School.* **SITE ACCESS METHODOLOGY:** • *The vehicle will use their indicators and have their beacons on. The beacons will be switched off once the vehicle has matched the posted or temporary speed limit.* **VEHICLE RISK MANAGEMENT:** • *. Ensure driveways are not blocked with signs or cones.* • *Ensure intersecting roads have clear visibility in all directions and not obscured by signage or working vehicles/personnel.*
Attended (night)	• *Not required – Work will be completed during the day*
Unattended (night)	• Trucks crossing signs will be hinged and folded down each day.
Unattended (day)	• As Per Unattended Night
Detour route	*N/A* Does detour route go into another RCA's roading network? No *If yes, has confirmation of acceptance been requested from that RCA? NA* ***Note:*** *Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.*

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Removal	**Prior to Removal** The STMS will conduct a site drive over to, ➢ Confirm mobile operation equipment is in working order (flashing beacons etc) ➢ Check all TTM workers have been briefed and are competent for the removal process. **Removal -** The removal of site will be undertaken by a mobile operation – TMD KG 1 to be used Methodology to remove the worksite: ➢ *Clear worksite of all plant, equipment and materials.* ➢ *All surfaces must be ready to be used. (Road, berm footpath etc.)* ➢ *Beacons must always be kept on during a mobile operation and visible in all directions.* *The removal procedure will be completed under the following process:* • *Turn around points/Loops to be done as per installation* • *Remove the Closure delineation including any directional signs then complete turn around/Loop* • *Remove all direction and protection and regulatory signs and uncover any permanent conflicting sign covered at establishment* • *Note: The advance warning signs must be removed last and in a clockwise direction* • *Remove end of work signs* • *The advance warning signs can now be removed in a separate clockwise loop* On completion of any and all equipment removal the STMS will record the time and road condition on the on-site record. The STMS will then do a final drive through the site before leaving to check the site is safe and all gear is removed.

Proposed TSLs (see TSL decision matrix for guidance)

	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Land Transport Rule Section 7 : Setting of Speed Limits 2024 *(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)	No TSLs required	N/A	N/A	N/A
Un-attended (day / night)	No TSLs required	N/A	N/A	N/A

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

Positive Traffic Management

- No positive traffic management required

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Contingency Plans

Generic contingencies for: major incidents pre-planned detours.	**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 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 Work Safe.
	Incident An incident is described as: • excessive delays - real or potential • the 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 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.~~
Other contingencies to be identified by the applicant (i.e., steel plates to quickly cover excavations)	**Also note 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 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.	

	➢ If adverse weather occurs while the site is still active, the STMS in charge of the site is to assess the weather conditions and the site will be either (in order of preference); modified, postponed or cancelled. Until weather conditions are acceptable for work to carry on

Authorisations				
Parking restriction(s) alteration authority	**Will controlled street parking be affected?**	No	**Has approval been granted?**	No
	N/A			
Authorisation to work at permanent traffic signal sites	**Will portable traffic signals be used, or permanent traffic signals be changed?**	No	**Has approval been granted?**	No
	No portable traffic lights will be used			
Road closure authorisation(s)	**Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?**	No	**Has approval been granted?**	No
	Not a full closure			
Bus stop relocation(s) – closure(s)	**Will bus stop(s) be obstructed by the activity?**	No	**Has approval been granted?**	No
	Bus stops not affected			
Authorisation to use portable traffic signals	**Make, model and description/number**	N/A		
	NZTA compliant?	N/A		

EED			
Is an EED applicable?	No	**EED attached?**	N/A

Delay calculations/trial plan to determine potential extent of delays
Delays not expected as AADT of this road is only 488 vpd

Public notification plan	
Rooneys will complete a letter drop prior to work starting if required	
Public notification plan attached?	No

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On-site monitoring plan

Attended (day)	**Site management system:** ➢ *Signs are visible and positioned as per approved plan* ➢ *Correct and clean equipment is used* ➢ *High visibility jackets are used by all staff and visitors and are done up and compliant.* ➢ *The first inspection should take place as soon as the equipment has been installed. This should verify that all devices are correctly in place, no item has been omitted, all equipment meets its cleanliness requirements and no conflicting messages exist between permanent signs. Temporary signs and other devices* ➢ *Site maintenance will be completed in the manner appropriate for the level of the road and speed limits* ➢ *Additional inspections during inclement weather and high winds will be done at STMS discretion* **Following any change to an attended site:** A full check of the site will be completed and documented
Unattended *(day and/or night)*	• N/A as truck crossing signs will be hinged and folded down each day.

Method for recording daily site TTM activity (e.g., CoPTTM on-site record)

The attached "On-Site Record" sheet is to be used to record the monitoring of the TTM to ensure the traffic management measures remain fit for purpose, suitable, installed and used correctly. Monitoring will follow the prompts provided on the recording sheet, and if multiple STMS' check this site, each STMS must initial and sign for the respective times.

The worksite monitoring including:
- the site set-up and removal
- 2-hourly monitoring

This will be retained with approved TMP for 12 months and is available on request at any time.

Site safety measures

PPE requirements are as per the clients minimum standard and this MAY include the following:
- *Hard Hat (when within 5m of moving machinery / at risk of falling objects)*
- *High ankle lace up steel cap boots*
- *Hi-Vis vest as per CoPTTM, (eg TTMC-W)*
- *Long pants, long sleeves*
- *Safety glasses*
- *Gloves (task specific, when there is risk of hand injuries)*
- *All other PPE will be as per standard work activity requirements*
- The STMS will wear a CoPTTM compliant STMS vest.

TTM Induction Briefing
Before occupation of the working space, staff on-site will be given a TTM Induction Briefing at a safe location that is clear of the live lane (tool-box meeting) by the STMS on the conditions of the accepted traffic management plan. This will include but not limited to, entry to the worksite, material delivery, role responsibilities, PPE, hazards and controls, safety (no go) zones and first aid / emergency procedures.

Site Visitors
All visitors are to report to (or be directed to) the STMS who will advise the safety procedures and hazards specific to the temporary traffic management deployed. Visitors are required to wear a compliant high visibility vest but may require additional PPE to enter the working space. All visitors must sign the TTM Induction Briefing as acknowledgment of understanding the safety and hazard requirements.

Working Space / PPE
Compliant PPE (as specified by the site fore person) must be worn before entering the working space. All personnel entering the working space must be briefed by the site fore person on the hazards present and any emergency procedures (e.g., location of first aid kit, staff with first aid certification and nearest medical centre).

Temporary safety barrier system

Will a temporary safety barrier system be used at this worksite?	No	**If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?**	No

Statement from temporary safety barrier installation designer attached	Not Attached

Other information

All vehicle accidents onsite are to be reported to RCA by completing a Traffic Crash Report. Contact must be made with RCA within 24hrs with relevant documents provided

- Approved TMP
- Photos
- Crash Diagram
- Onsite Record

All working plant are fitted with a beacon(s).

- They will be operational when entering the site
- They will be operational on moving plant within the site
- If parked within the Work Area of a static site, they should be off.

Any unsafe driving behaviour witnessed within this site that puts the staff, the public or yourself in danger please call *555 or 111 and record the details. You can then either fill out a Community Road watch Report (in the office) or if serious and you want it investigated then go to the nearest police station. Make sure you take note of vehicle type and colour and registration number.

Where works conflict with other sites, contact will be made with the affected Company prior to the works, and with the STMS onsite (where possible), to co-ordinate the sites.

All TMP changes are to be recorded and the TMC informed at once of any significant modifications to TTM measures not included in the approved TMP. All other changes are to be noted on the TMP and TMC to be advised as soon as possible or no later than the following working day.

Site-specific layout diagram's

Number	Title
TMD 1.0	Site overview
TMD 2.0	Trucks Crossing
TMD 3.0	Road closure at end of Dennison Road
UTMD F2.7	Shoulder closed
KG 1	Mobile Operation – Establishment & Disestablishment of site

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Contact details					
Role	**Name**	**24/7 contact number**	**CoPTTM ID**	**Qualification**	**Expiry date**
Principal	Timaru District Council – LTU	03 687 7200			
TMC	Paul Forbes Rachel Hermans Casey Glover	027 211 0060 027 431 0650 027 225 3474			
Engineers' representative	Not required				
Contractor	ROONEY Earthmoving Bryce Ranger	027 622 3346			
STMS	ROONEY Earthmoving Interim contact: Khylee Gray	027 289 8077			
TMO					
Others as required	Any worker employed or sub-contracted to the contractor may use this provided they have the correct STMS qualification for the road(s) they are on.				

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TMP preparation

Preparation	Khylee Gray	07/04/2025	Khylee Gray	57527	TTMP-P	N/A
	Name (STMS qualified)	***Date***	***Signature***	***ID no.***	***Qualification***	***Expiry date***
This TMP meets CoPTTM requirements				**Number of diagrams attached**		**4**
TMP returned for correction (if required)						
	Name	***Date***	***Signature***	***ID no.***	***Qualification***	***Expiry date***

Engineer/TMC to complete following section when approval or acceptance required

Temporary safety barrier system	**Temporary safety barrier system**				Not Required	
TMP Approved						
	Name	***Date***	***Signature***	***ID no.***	***Qualification***	***Expiry date***
Acceptance by TMC (only required if TMP approved by engineer)						
	Name	***Date***	***Signature***	***ID no.***	***Qualification***	***Expiry date***

Qualifier for Engineer or TMC approval

Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.

This TMP is approved on the following basis:

1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.
2. This plan is approved on the basis that the activity, the location, and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.
3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.
4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.

Notification to TMC prior to occupying worksite/Notification completed

Type of notification to TMC required		**Notification completed**	Date	
			Time	

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

Working space

Person responsible for working space		
	Name	Signature
Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below		

TTM

STMS in charge of TTM					
	Name	*TTM ID Number*	*Warrant expiry date*	*Signature*	*Time*
Worksite handover accepted by replacement STMS					
	Name	*ID Number*	*Warrant expiry date*	*Signature*	*Time*
	Tick to confirm handover briefing completed				

Delegation

Worksite control accepted by TC/STMS-NP					
	Name	*ID Number*	*Warrant expiry date*	*Signature*	*Time*
	Tick to confirm briefing completed				

Temporary speed limit

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

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

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

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

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Worksite monitoring

TTM to be monitored and 2 hourly inspections documented below.

Items to be inspected	TTM set-up	2 hourly check	2 hourly check	2 hourly check	2 hourly check	2 hourly check	TTM removal
High-visibility garment worn by all?							
Signs positioned as per TMP?							
Conflicting signs covered?							
Correct delineation as per TMP?							
Lane widths appropriate?							
Appropriate positive TTM used?							
Footpath standards met?							
Cycle lane standards met?							
Traffic flows OK?							
Adequate property access?							
Barrier deflection area is clear?							
Add others as required							
Time inspection completed:							
Signature:							

Comments:

Time	Adjustment made and reason for change

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COMBINED LEVEL LV & LEVEL 1 LAYOUT DISTANCES TABLE

Permanent speed limit or RCA-designated operating speed (km/h)		≤50	60	70	80	90	100
Traffic signs							
A	Sign visibility distance (m)	50	60	70	80	90	100
B	Warning distance (m)	50 or 30*	80	105	120	135	150
C	Sign spacing (m)	25 or 15*	40	50	60	70	75
Safety 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 specified by the Installation Designer					
Tapers							
G	Taper length (m)#	30	50	70	80	90	100
G	LV roads taper length (m)#	25	30	35	40	45	50
K	Distance between tapers (m)	40	50	70	80	90	100
Delineation devices							
Cone 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.

\+ On LV roads the longitudinal and lateral safety zones may be reduced, or eliminated, in order to retain a single lane width. Positive traffic management and an appropriate TSL must be used.

\# 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).

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.

\## LV roads: double the cone spacing alongside working space (eg 5 = 10, 10 = 20).

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

Speed (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.

LV/low-risk roads (less than 250vpd - less than 20 vehicles per hour)

When on the shoulder:

- *If CSD **not** available*: Advance warning sign and base to be installed with sign visibility distance and warning distance in place
- *If CSD available:* Advance warning sign may be attached to the rear of a work vehicle which has an amber flashing beacon(s) and is visible to approaching road users from the rear.

When the activity encroaches onto a live lane consider alternating flow controls.

If the above requirements cannot be achieved, the operation must be modified to comply with the appropriate level LV or level 1 requirements.

Construction Works

Temporary Road Closure

Application Form

Version: 1.0
Date: July 2024
Applications must be submitted to CAR@timdc.govt.nz

PRIMARY CONTRACTOR DETAILS

Name: Khylee Gray _____
Company: Rooney Earthmoving Ltd _____
Phone Number: 027 289 8077 _____
Email: Khylee.gray@rooneygroup.co.nz _____

TRAFFIC MANAGEMENT CONTRACTOR DETAILS

Name: Khylee Gray _____
Company: Rooney Earthmoving Ltd _____
Phone Number: 027 289 8077 _____
Email: Khylee.gray@rooneygroup.co.nz _____

ROAD CLOSURE DETAILS

Road or section of road to be closed (please include 'from, and to' including the length of the road closure):

___Dennistoun Road Closed from RP 0.020 to RP 0.000

Closure Period: (8:00 am on 11/07/2024 to 6:00 pm on 13/07/2024 for continuous closures or 8:00 am to 6:00 pm between 11/07/2024 and 13/07/24 for a duration basis closure)

____7am on 28/04/2025 to 31/03/2026_____

Reason for road closure: Closing off the end of Dennistoun Road to allow the removal of old landfill _____

SUPPORTING DOCUMENTS REQUIRED TO SUPPORT THIS APPLICATION

- ☐ Notification to affected residents and map of distribution area.
- ☐ Road closure notification sign diagram(s)
- ☐ Approval from MyWay for any affected Bus Route(s)
- ☐ Approval required from NZTA for affected SH Networks (also including any detour route(s)
- ☐ Approval from WTOC for any signals

CONDITIONS

RCA Considerations: The RCA reserves the right to specify when and at what time a road closure may take place. Safety of both the contractor and the public is the primary concern, as well as to overall impact to the network.

Contractors' Responsibilities: The contractor must apply for the Road Closure no less than 5 working days before the installation of prewarning signs is due to occur. The contractor is required to install prewarning signs 7 days in advance of the Road Closure and carry out a letter drop to affected residents and businesses. Failure to supply the necessary information as above will result in the application being declined.

RCA USE ONLY

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STMS Number 40082
Timaru District Council
PForbes
08 April 2025

Approved By:

Name: _____ Signature: _____ Date: _____

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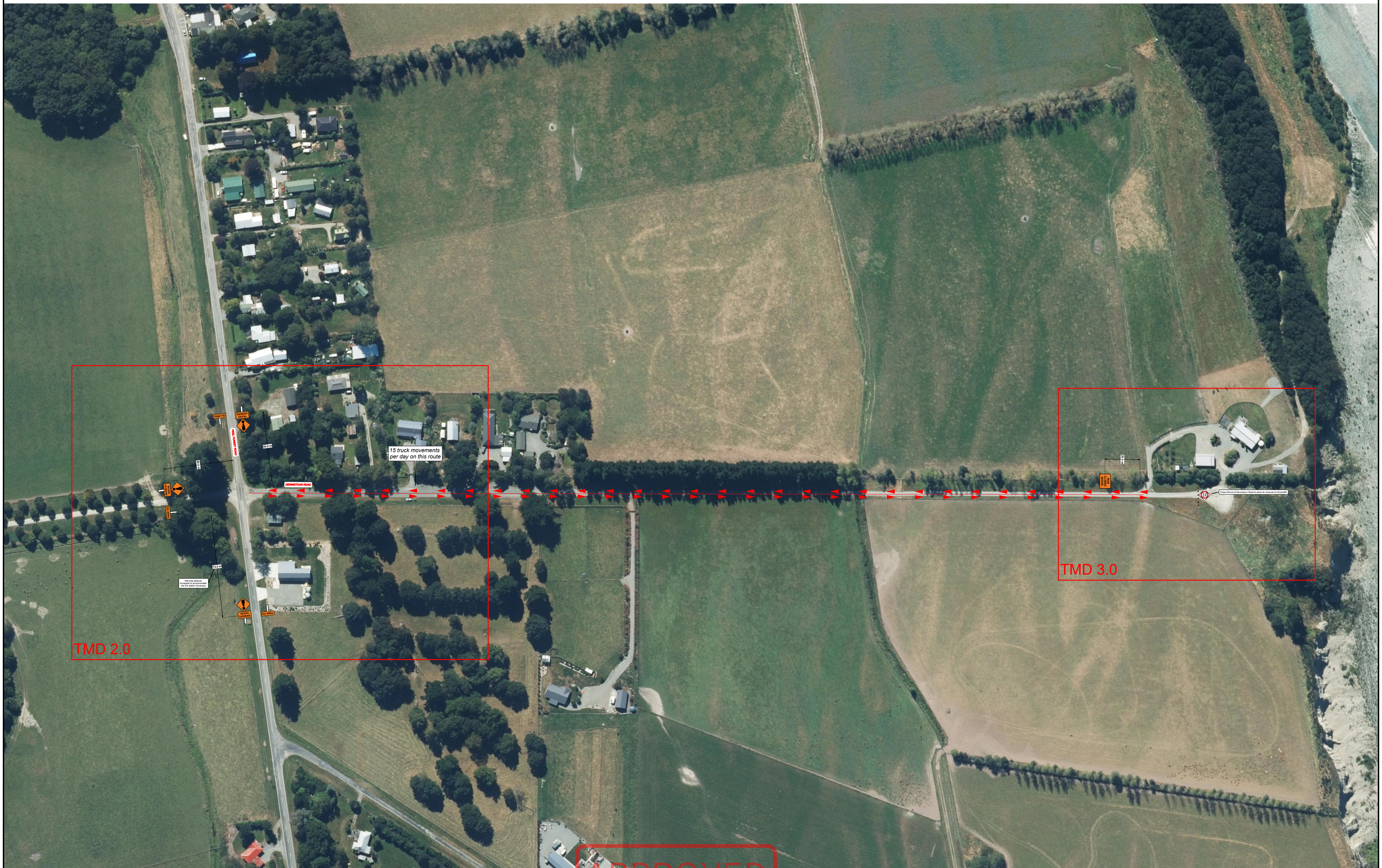

TTM CONTRACTOR	Drawing Name: PEEL FOREST ROAD / DENNISTOUN ROAD PEEL FOREST LANDFILL REMEDIATION PROJECT	N	Drawing Number	CONTRACTOR	***SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP***
ROONEY Earthmoving	TTM Set Up: TRUCKS CROSSING		1.0	ROONEY Earthmoving	***TMD MUST BE PRINTED IN A3 AND IN COLOUR***
	Road Level: LEVEL L1 - CAT A				
	Prepared By: KHYLEE GRAY - 57527 - TTMP - STMS CAT AB	SCALE NTS			

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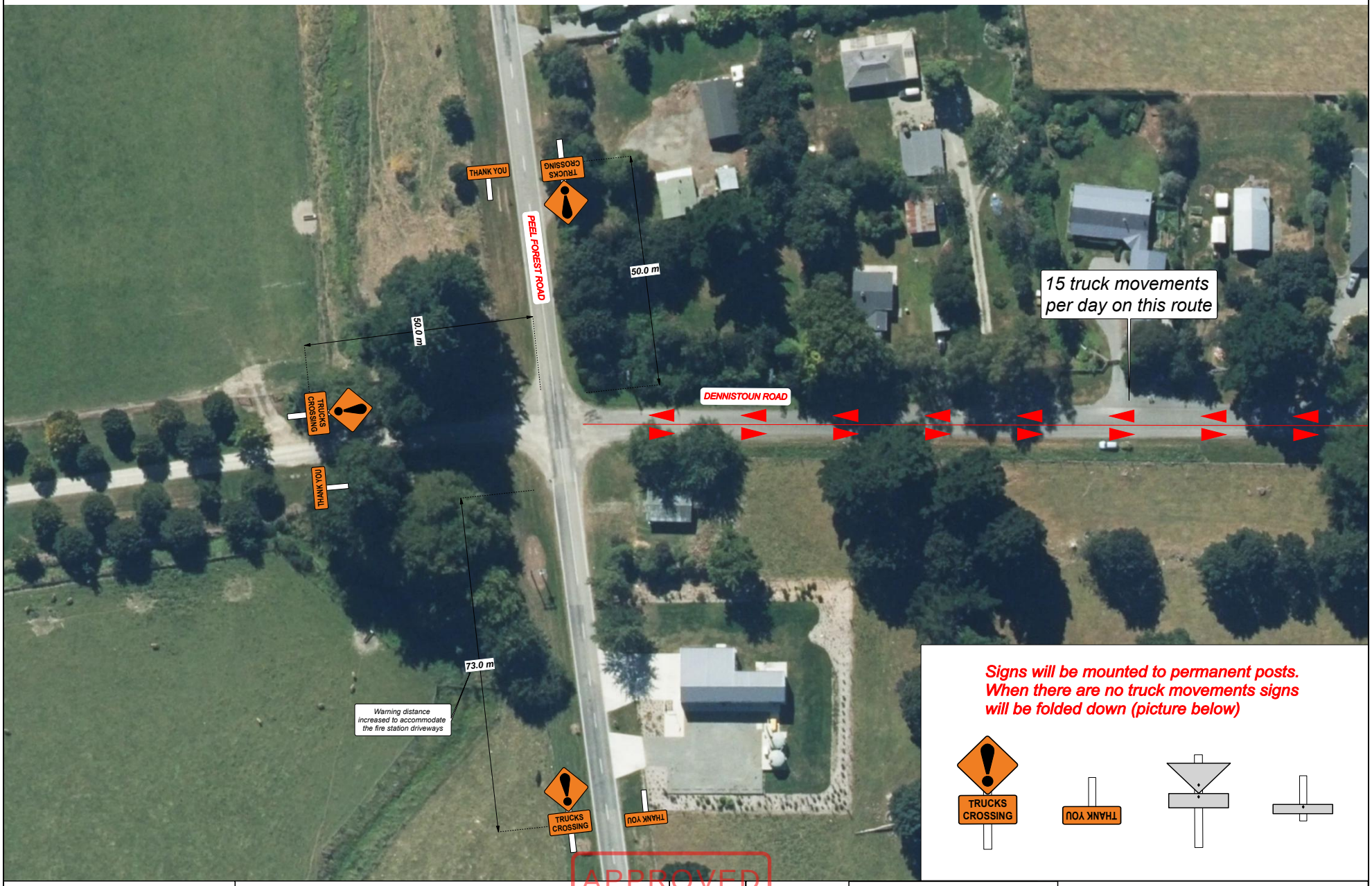

TTM CONTRACTOR ROONEY Earthmoving	Drawing Name: PEEL FOREST ROAD / DENNISTOUN ROAD PEEL FOREST LANDFILL REMEDIATION PROJECT		Drawing Number	CONTRACTOR ROONEY Earthmoving
	TTM Set Up: TRUCKS CROSSING	N	2.0	**SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP**
	Road Level: LEVEL L1 - CAT A			**TMD MUST BE PRINTED IN A3 AND IN COLOUR**
	Prepared By: KHYLEE GRAY - 57527 - TTMP - STMS CAT AB	SCALE NTS		

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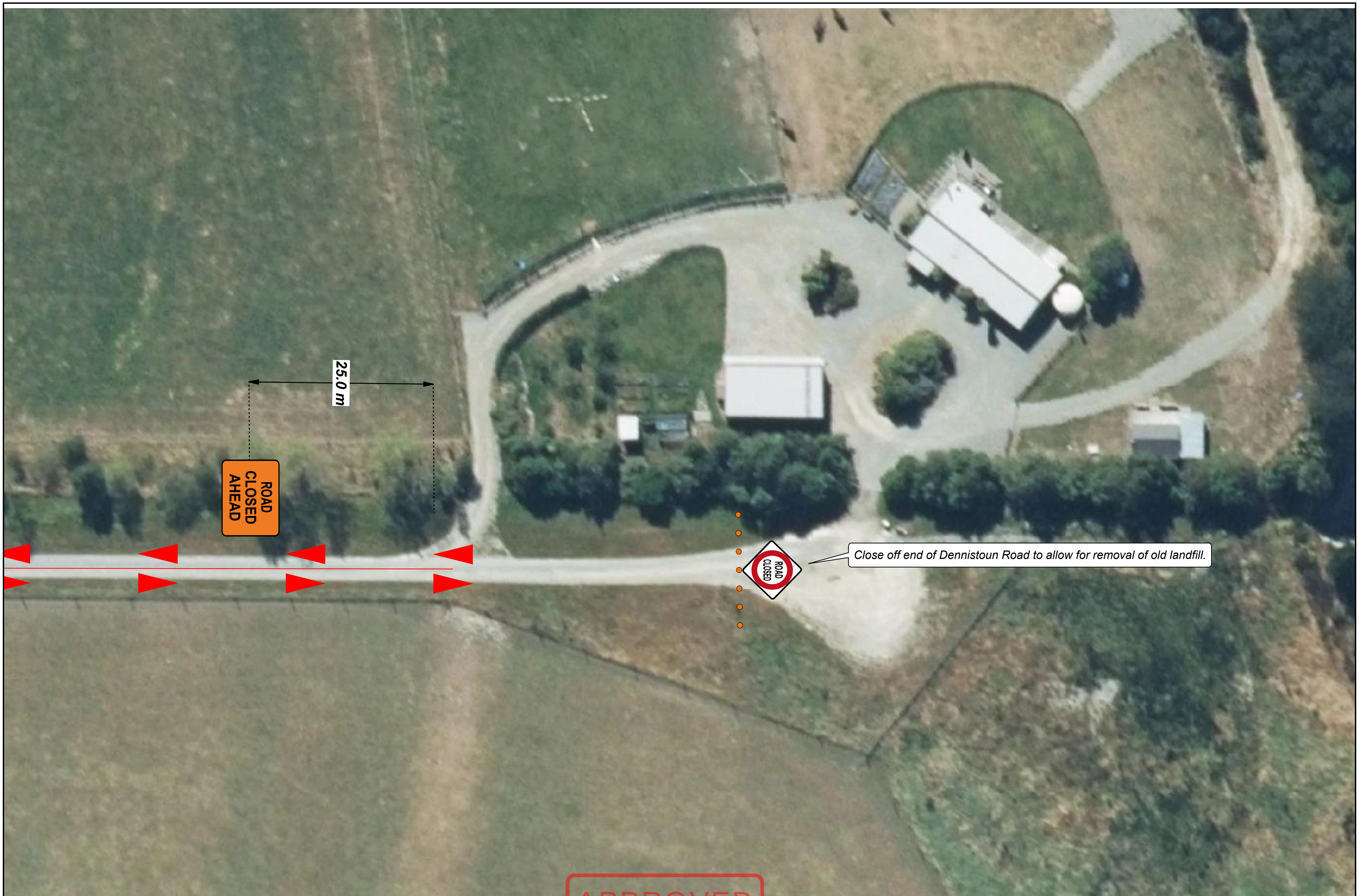

TTM CONTRACTOR ROONEY Earthmoving	Drawing Name: PEEL FOREST ROAD / DENNISTOUN ROAD PEEL FOREST LANDFILL REMEDIATION PROJECT	N	Drawing Number 3.0
	TTM Set Up: TRUCKS CROSSING		
	Road Level: LEVEL L1 - CAT A		
	Prepared By: KHYLEE GRAY - 57527 - TTMP - STMS CAT AB	SCALE NTS	

CONTRACTOR ROONEY Earthmoving

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

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Static operations

SHOULDER AND ROADSIDE ACTIVITIES
Shoulder closure

F2.7
Level 1

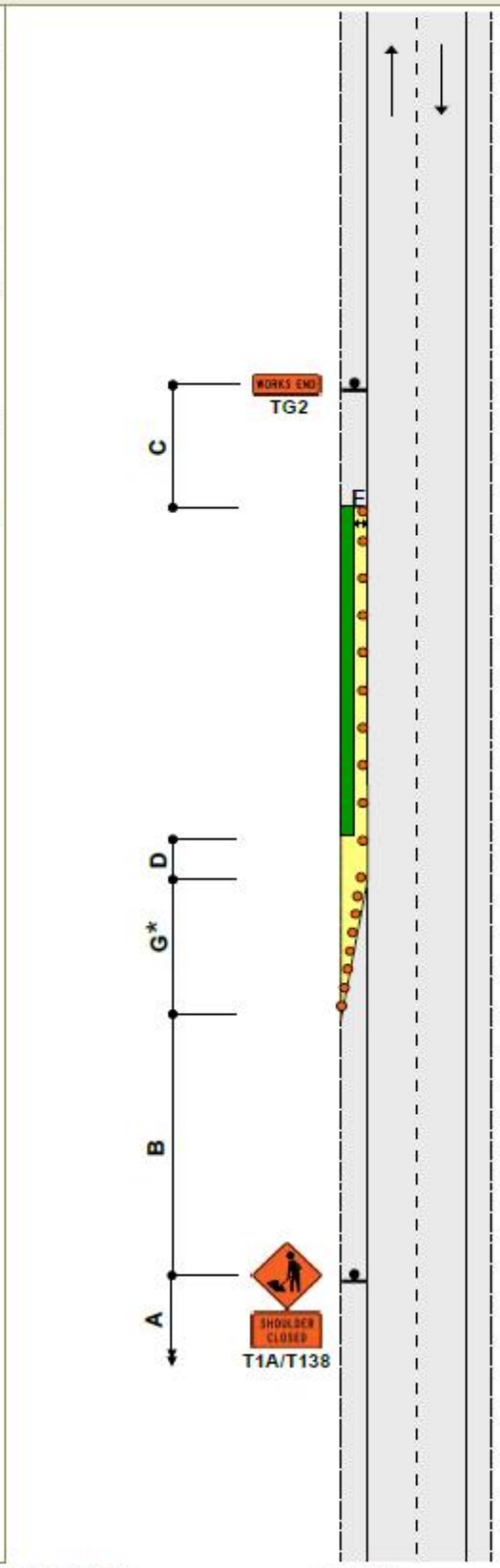
Notes

1. A 10m taper is allowed where shoulder width is less than 2.5m
2. *For shoulders exceeding 2.5m width, apply the following calculation; calculation of taper length for lateral shift of less than 3.5m is:

$$\frac{W \times G}{3.5}$$

W = Width of shoulder

G = Taper length in metres from the level 1 layout distance table



Traffic control devices manual part 8 CoPTTM | Section F | 4th edition, November 2018

TTM CONTRACTOR: ROONEY Earthmoving	Drawing Name: PEEL FOREST ROAD / DENNISTOUN ROAD PEEL FOREST LANDFILL REMEDIATION PROJECT	N	Drawing Number F2.7	CONTRACTOR: ROONEY Earthmoving	***SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP***
	TTM Set Up: SHOULDER CLOSED				***TMD MUST BE PRINTED IN A3 AND IN COLOUR***
	Road Level: LEVEL L1 - CAT A				
	Prepared By: KHYLEE GRAY - 57527 - TTMP - STMS CAT AB	SCALE NTS			

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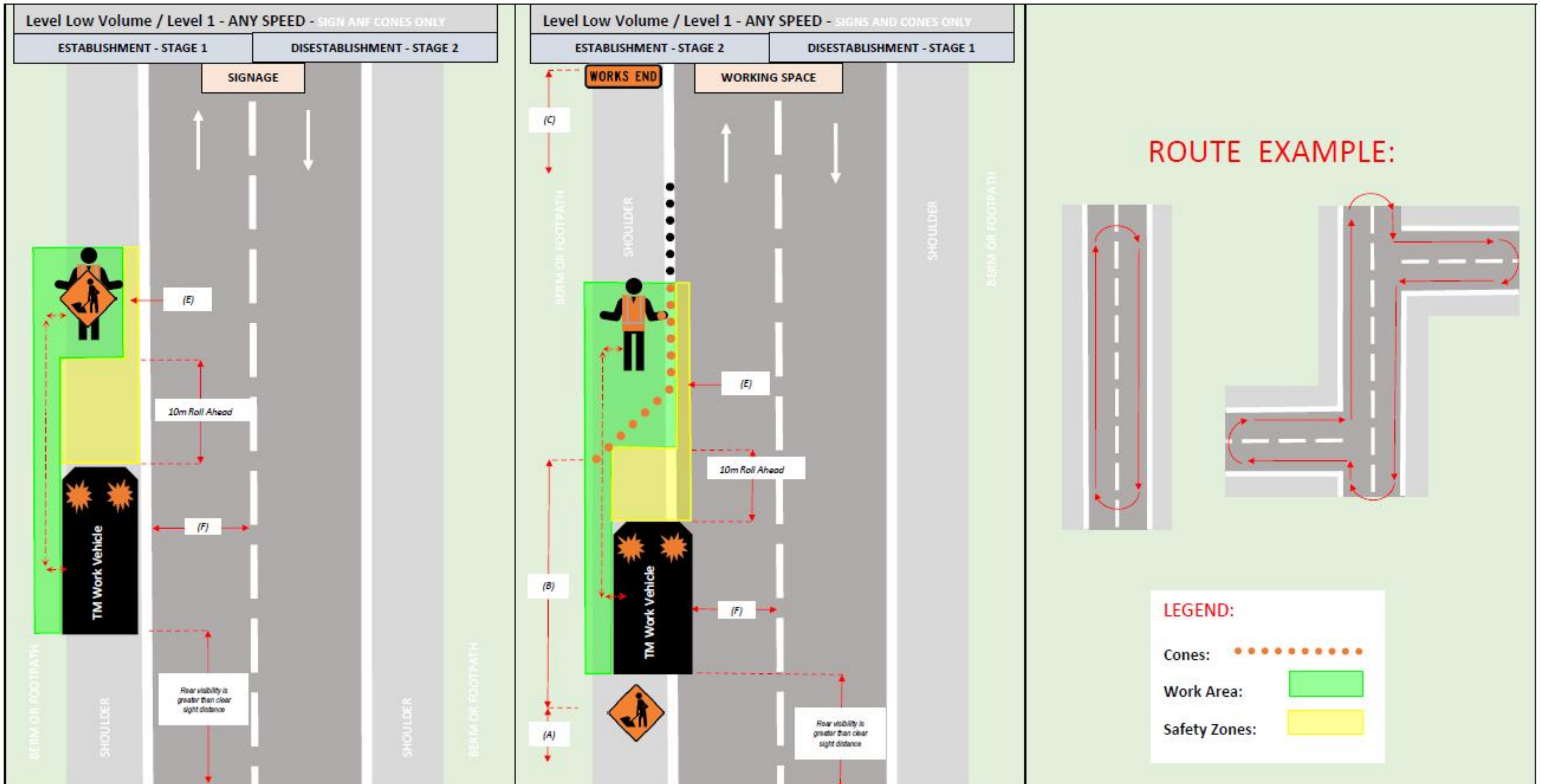
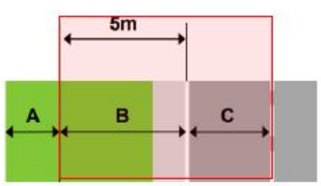


NOTES:

* When installing the TM signage the Work Vehicle must be positioned as far to the left as practicable and, on the shoulder and clear of any live lanes so that road users are not significantly disrupted while passing it
* Equipment must be unloaded / loaded from the non traffic side of the stationary work vehicle and installed 10m in front of the work vehicle.
* Beacons must always be kept on during a mobile operation and visible in all directions.
* TTM Workers must move to avoid traffic, they must not expect traffic to slow down or move to avoid them.

LOCATION ON ROAD:



A Greater than 5m from edgeline

B Within 5m of edgeline and not on live lane

C On live lane

TM WORK VEHICLE SIGNAGE:

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ROONEY Earthmoving	TTM Set Up: INSTALLATION / REMOVAL OF SITE		KG1	ROONEY Earthmoving	TMD MUST BE PRINTED IN A3 AND IN COLOUR
	Road Level: LEVEL L1 - CAT A				
	Prepared By: KHYLEE GRAY - 57527 - TTMP - STMS CAT AB	SCALE NTS			

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