

## Traffic Management Plan (TMP) Coversheet

<b>TMP Number</b>	PXJ-4161
<b>Main Road Name</b>	Victoria Street
<b>Suburb</b>	Auckland
<b>Main Road Level</b>	Level 2LS
<b>General Work Activity</b>	CRANE OPERATION
<b>Type of Operation</b>	NON-EXCAVATION

<b>Working Window</b>	MONDAY - SUNDAY
<b>Start Date</b>	7/11/2018
<b>End Date</b>	28/11/2018
<b>Number of Day/s working</b>	4

<b>Start Time</b>	See below /0900
<b>End Time</b>	See below /1500
<b>TTM Remains in Place</b>	ONLY WITHIN THE TIMES ABOVE

<b>Number of attached diagram sheets</b>	5
<b>Main closure type</b>	L2LS PARTIAL LANE CLOSURE
<b>EED Attached</b>	No

<b>Principal</b>	Mansons TCLM Limited
<b>Principal Contact Name</b>	Mickey Ma
<b>Email</b>	Mickey@manson.co.nz
<b>Phone</b>	027 455 6722



<b>Contractor</b>	Auckland Cranes
<b>Contractor Contact Name</b>	Eian Cameron
<b>Email</b>	eian.cameron@aucklandcranes.co.nz>
<b>Phone</b>	027 231 7607

<b>Traffic Management Provider</b>	iTraffic
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<b>TMP Prepared by</b>	Bea Dahino
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## 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):	Principal / Utility Operator:		
	PXJ-4161	<b>Auckland Cranes</b>  Contractor (TTM): iTraffic	<b>Mansons TCLM Limited</b>  RCA: 		
Location details & road characteristics	Road names and suburb		House no./RPs	Road level	
	Victoria Street		No. 68 to Bowen Avenue	Level 2LS	
	Queen Street		No. 92 to No. 292	Level 2L	
	Durham Street		No. 15 to Queen Street	Level 1	
	Darby Street		No. 14 to Queen Street	Level LV	
	Elliot Street		No. 5 to Victoria Street West	Level 1	
	Lorne Street		No. 17 to Victoria Street East	Level 1	
	High Street		No. 59 to Victoria Street East	Level 1	
	Wyndham Street		No.8 to Queen Street	Level 1	
	Kitchener Road		No. 4 to No. 40	Level 1	
	Bowen Avenue		Full length	Level 1	
	Wellesley Street		Albert Street to Queen Street	Level 2L	
	Princes Street		Wellesley Street to Kitchener Street	Level 1	
	Waterloo Quadrant		No. 16 to Princes Street	Level 2L	

<p><b>Traffic details</b></p>	<p><b>AADT</b>                  Victoria Street West: 26000                  Victoria Street East: 7617                  Queen Street: 11001                  Durham Street: 520                  Darby Street: 336                  Elliot Street: 1000                  Lorne Street: 2080                  High Street: 1560                  Wyndham Street: 6324                  Vulcan Lane: 78                  Kitchener Road: 6486                  Bowen Avenue: 4935                  Wellesley Street: 15600                  Princes Street: 14560                  Waterloo Quadrant: 6044</p>	<p><b>Peak flows</b></p>
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<p><b>Description of work activity</b></p>	
<p>Installation of Santa through crane operation at Victoria Street East – Queen Street.</p>	

**Planned work programme**

<b>Start date</b>	7/11/2018	<b>Time</b>	<b>See below</b>	<b>End date</b>	28/11/2018	<b>Time</b>	<b>See below</b>
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Consider significant stages

**PREWORKS**

Delivery of scaffolding/plywood/protective measures for Santa Install the following week.

**Wednesday 7<sup>th</sup> November 2018**

**TMP 1**

*First Sign Down: 0800hrs*  
*Installation Complete: 0900hrs*  
*Work Ceases: 1800hrs*  
*Removal Complete: 1900hrs*

**INSTALL DATES**

**TMP2**

- *Victoria Street East: One Way Detour - Friday 9<sup>th</sup> November 2018*  
*1am – 6am – Santa’s boots installed*

*First Sign Down: 0000hrs*  
*Installation Complete: 0100hrs*  
*Work Ceases: 0600hrs*  
*Removal Complete: 0700hrs*

**TMP 3, 4, 5**

- *Victoria St East Full Closure & Contra Flow Queen St - Saturday 10<sup>th</sup> November 2018*  
*3am – 1pm – Santa and presents installed*

*First Sign Down: 0200hrs*  
*Installation Complete: 0300hrs*  
*Work Ceases: 1300hrs*  
*Removal Complete: 1400hrs*

**TMP 3, 4, 5**

- *Victoria St East Full Closure & Contra Flow Queen St - Sunday 11<sup>th</sup> November 2018*  
*5am – 6pm – Reindeer installed*

*First Sign Down: 0400hrs*  
*Installation Complete: 0500hrs*  
*Work Ceases: 1800hrs*  
*Removal Complete: 1900hrs*

- All works completed during the timeframes above.
- Installation to occur via mobile operation commencing at the time outlined above.
- STMS to ensure traffic volumes are appropriate prior to installation commencing, even if within the times outlined above.
- When school holiday is active, working hours are between the times above.
- During school terms, working hours are between 0900hrs to 1500hrs

Alternative dates if activity delayed

- Contingency dates:
- Preworks: 14<sup>th</sup> November 2018
  - Install dates: 16-18<sup>th</sup> November 2018

Road aspects affected

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

Proposed traffic management methods

<b>Installation</b>	<p>Installation will be via a ATF4-4 &amp; ATG2-6 mobile operation with the following methodology:</p> <ol style="list-style-type: none"> <li>1. A site drive through will be conducted first to confirm layout, conditions and environment are all appropriate for works to proceed.</li> <li>2. Advanced warning signage will be installed first (on the left), followed by progressive signage installation in a 'loop' fashion around the site area</li> <li>3. Vehicle positioning will be as far to the left as practical and the installation vehicle will be stationary at the installation of each sign, with activity occurring only on the non-traffic side of the vehicle.</li> <li>4. Once ALL signage for the site is installed delineation installation may commence</li> <li>5. TSL Signage installation (Victoria Street East and West, High Street – Lorne Street, during the times above) will be recorded on the on site record following installation</li> <li>6. Centreline delineation will be installed first with activity protected by a shadow vehicle and delineation installed no closer than 10m in front of the shadow vehicle (roll ahead distance)</li> <li>7. The worksite delineation will be installed next, where possible by the working vehicle parking inside the work area and cones installed from within that closed area.</li> <li>8. MTC Operation – to assist with delineation installation, MTC points may be setup and activated to close vehicle approaches and allow safe installation of remaining delineation</li> <li>9. Once all delineation is installed and worksite area is available – a final full site check will be conducted (to be recorded on the on site record) before worksite activity will commence in the working space.</li> </ol>
<b>Attended (day)</b>	<p>Refer to the attached TMD/s for attended site layout:                      L2LS PARTIAL LANE CLOSURE STAGE 1 – refer to sheet 1                      L2LS PARTIAL LANE CLOSURE STAGE 2 – refer to sheet 2                      L2LS FULL ROAD CLOSURE &amp; CONTRAFLOW – refer to sheet 3</p> <p><i>*TCs to assist on crossing and halt pedestrians when crane operation is on-going.</i></p> <p>All site checks and or changes to be recorded on the "on site record"</p>
<b>Attended (night)</b>	No night activity required
<b>Unattended (day)</b>	No unattended activity required
<b>Unattended (night)</b>	
<b>Detour route</b>	<p>Refer to Sheet 5</p> <p>Does detour route go into another RCA's roading network? <b>N/A</b>                      If Yes, has confirmation of acceptance been requested from that RCA? <b>N/A</b></p>
<b>Removal</b>	<p>Removal will be via ATF4-4 &amp; ATG2-6 mobile operation with the following methodology:</p> <ol style="list-style-type: none"> <li>1. All work activity to be cleared prior to TTM removal commencing</li> <li>2. Workspace delineation to be removed first (by either removing to the kerb for later collection or directly onto a stationary working vehicle)</li> <li>3. Centreline delineation may now be removed using the same method as installation</li> <li>4. MTC Operation may be retained to enable safe removal of centreline and worksite delineation</li> <li>5. Once all delineation is removed – sign removal may commence in a clockwise 'loop' fashion (leaving advanced warning signage in place till last)</li> <li>6. Advanced warning signage can be removed as the final act, with a full site check being conducted prior to site departure.</li> </ol>

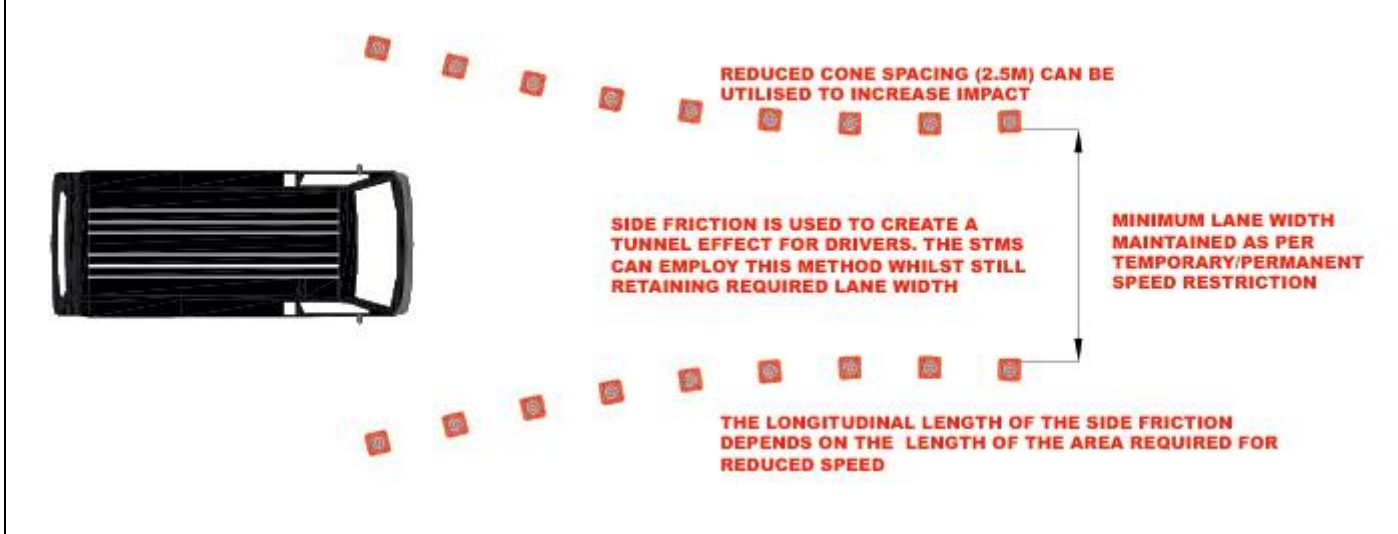
**Proposed TSLs** (see TSL decision matrix for guidance)

	<b>TSL details as required</b> Approval of Temporary Speed Limits (TSL) are in terms of Section 5 of Land Transport Rule: Setting of Speed Limits 2003, Rule 54001 (List speed, length and location)	<b>Times</b> (From and to)	<b>Dates</b> (Start and finish)	<b>Diagram ref. no.s</b> (Layout drawings or traffic management diagrams)
<b>Attended day/night</b>	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 220m situated between <b>No. 30</b> and <b>No. 35</b> on <b>Victoria Street</b>	<b>See Above</b>	7/11/2018 To 28/11/2018	PXJ-4161 Sheet 2
<b>Attended day/night</b>	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 85m situated between <b>No. 61 High Street</b> and <b>No. 4 Lorne Street</b>	<b>See Above</b>	7/11/2018 To 28/11/2018	PXJ-4161 Sheet 2
<b>Unattended day/night</b>	No unattended TSL required			

**Positive traffic management measures**

Positive traffic management measures will be installed by the STMS in order to control vehicle speeds, increase public awareness and reduce disruption by providing 'clear and positive guidance'.

**Side Friction**



**Additional Delineation**

Additional cones may be placed on centerlines, edgelines or shoulders to increase impact of the activity and reduce vehicle speed.

**Further Methods**

- Staff will be positioned at strategic locations where they are visible to the driving public and pedestrians, and responsive to the changing hazards of the site.
- If there are nearby controlled intersections, ATOC may be engaged to modify traffic light phasing to suit the operation in place and minimise disruption and maximise safe driving behaviour.
- If queuing or unforeseen disruption occurs, additional advanced signage may be used a further sign spacing (or more) outside the required advanced warning signage to promote awareness further from the site boundary.
- Police assistance may be sought if excess speed is a significant issue and presents a real and immediate danger to the activity or the public. Work may be suspended if driver behaviour at any time presents excess risk.

**Contingency plans**

<b>Generic contingencies for:</b>	<b>Major Incident</b> A major incident is described as:	<b>Actions</b> The STMS must immediately conduct the following:
<ul style="list-style-type: none"> <li>• major incidents</li> <li>• incidents</li> </ul>	<ul style="list-style-type: none"> <li>• Fatality or notifiable injury - real or potential</li> </ul>	<ul style="list-style-type: none"> <li>• stop all activity and traffic movement</li> <li>• secure the site to prevent (further) injury or damage</li> <li>• contact the appropriate emergency authorities</li> <li>• render first aid if competent and able to do so</li> </ul>

<ul style="list-style-type: none"> <li>• pre planned detours.</li> </ul> <p><i>Remove any options which do not apply to your job</i></p>	<ul style="list-style-type: none"> <li>• Significant property damage, or</li> <li>• Emergency services (police, fire, etc) require access or control of the site.</li> </ul>	<ul style="list-style-type: none"> <li>• notify the RCA representative and / or the engineer</li> <li>• 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</li> <li>• re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so.</li> <li>• Comply with any obligation to notify WorkSafe</li> </ul>
	<p><b>Incident</b></p> <p><i>An incident is described as:</i></p> <ul style="list-style-type: none"> <li>• excessive delays - real or potential</li> <li>• minor or non-inquiry accident that has the potential to affect traffic flow</li> <li>• structural failure of the road.</li> </ul>	<p><b>Actions</b></p> <p><i>The STMS must immediately conduct the following:</i></p> <ul style="list-style-type: none"> <li>• stop all activity and traffic movement if required</li> <li>• secure the site to prevent the prospect of injury or further damage</li> <li>• notify the RCA representative and / or the engineer</li> <li>• STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so</li> <li>• re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced.</li> </ul>
	<p><b>Detour</b></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li>• excessive delays when using an alternating flow design for TTM</li> <li>• redirecting one direction of flow and / or</li> <li>• total road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared.</li> </ul> <p><i>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.</i></p> <p><i>The detour and route must be designed including:</i></p> <ul style="list-style-type: none"> <li>• pre-approval from the RCA's whose roads will be used or affected by the detour route</li> <li>• ensure that TTM equipment for the detour signs etc. are on site and pre-installed.</li> </ul>	<p><b>Actions</b></p> <p><i>When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:</i></p> <ul style="list-style-type: none"> <li>• Notify the RCA and / or the engineer when the detour is to be established</li> <li>• Drive through the detour in both directions to check that it is stable and safe</li> <li>• Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced and tailbacks have cleared</li> <li>• Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.</li> </ul>
	<p><b>Note also the requirements for no interference at an accident scene:</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• save a life of, prevent harm to or relieve the suffering of any person, or</li> <li>• make the site safe or to minimise the risk of further accident; or</li> <li>• maintain the access of the general public to an essential service or utility, or</li> <li>• prevent serious damage to or serious loss of property, or</li> <li>• follow the direction of a constable acting in his or her duties or act with the permission of an inspector,</li> </ul>	
<p><b>Other contingencies identified by the applicant</b></p>	<p><b><u>Weather</u></b></p> <p>Sustained bad weather resulting in reduced visibility (less than clear sight distance) will result firstly in bolstering of delineation if possible to provide better worksite visibility.</p> <p>Whilst this occurs every effort will be made to remove the closure however if it is hazardous to open to road (i.e. immobile work vehicles/excavation etc. still remain) work may cease and as much cleared from the worksite as possible to reduce risk. TC/STMS staff equipped with glow wands may also be employed from safe positions to caution approaching drivers if visibility is a concern.</p> <p>If bad weather that reduces visibility or creates a hazardous environment is present at the time the closure is due to be installed, the closure may be delayed or canceled if the weather does not improve.</p>	
	<p><b><u>Excess traffic delays (more than 5 minutes)</u></b></p> <p>Delays are unlikely however in the event of congestion; effort will be made to open additional lane space in the direction of most delay by minimising the work area and attempting to open further drivable area to the public.</p>	
	<p><b><u>Work running late</u></b></p> <p>Hold points, milestones and 'last safe moments' will be utilised throughout the operation to ensure closure removal times are not breached. In the event of breakdown or unforeseen circumstance, the contingency of 'excess traffic delays' above will apply along with informing the RCA immediately. The priority will be given to the opening of lane width as soon as safe to do so, followed by vehicle recovery, followed by TTM equipment removal.</p>	
	<p><b><u>Emergency Vehicle Access / Movements or On Site Emergency</u></b></p> <p>Emergency vehicles will be given the right of way at all times and will be assisted through emergency stop/go activity or the use of the onsite TTM vehicle if appropriate and required. Emergencies onsite or nearby will first be made safe, then if appropriate moved from any live lanes, then attended to in detail with an emergency modified TTM setup by the STMS if required.</p>	



TMP or generic plan reference	PXJ-4161
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Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	Yes	Has approval been granted?	Yes
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	Yes	Has approval been granted?	Yes
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	Yes	Has approval been granted?	Yes
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	Yes	Has approval been granted?	Yes
	Notification to, and approval from, public transport operations received as part of TMP approval			
Authorisation to use portable traffic signals	Make, model and description/number	No portable traffic signals required		
	NZTA compliant?	Not applicable		

EED			
Is an EED applicable?	No	EED attached?	No

Delay calculations/trial plan to determine potential extent of delays
Not conducted for this TMP

Public notification plan

On-site monitoring plan	
<b>Attended</b> (day and/or night)	<b>Level 2/3</b> Level 2/3 STMS onsite with an appropriate number of TC's to ensure correct site establishment STMS with an appropriate number of TC's remains onsite for sufficient site monitoring First full site inspection to occur immediately following site establishment and be recorded on the onsite record. Subsequent site inspections to occur every 2 hours thereafter (or more frequently if degradation is a concern) Faults or opportunity's for improving the safety of the site will be executed as soon as they are observed (STMS will not wait for the next 2 hourly site checks before fixing issues) The Level 2/3 Practicing STMS may leave the site area in order to gain access to his site to conduct a full check. This time absent must not exceed 30 minutes The assigned Level 2/3 Practicing STMS will not be in charge of any other closures (including active or inactive shoulder closures) as they will not be able to maintain the required supervision of those sites given the requirement to maintain 100% presence (apart from loops to do site checks) on this site.
	<b>Unattended</b> (day and/or night)

Method for recording daily site TTM activity (eg CoPTTM on-site record)
Daily Closure sheet compiled by the STMS onsite and held as a record by iTraffic


Site safety measures

Other information

Site specific layout diagrams	
Number	Title

PXJ-4161 Sheet 1	CRANE OPERATION Victoria Street, Auckland L2LS PARTIAL LANE CLOSURE STAGE 1
PXJ-4161 Sheet 2	CRANE OPERATION Victoria Street, Auckland L2LS PARTIAL LANE CLOSURE STAGE 2
PXJ-4161 Sheet 3	CRANE OPERATION Victoria Street, Auckland L2LS FULL ROAD CLOSURE & CONTRAFLOW
PXJ-4161 Sheet 4	CRANE OPERATION Victoria Street, Auckland TEMPORARY BUS STOP
PXJ-4161 Sheet 5	CRANE OPERATION Victoria Street, Auckland Detour Route
PXJ-4161 ATF4-4	CRANE OPERATION Victoria Street, Auckland L1 Mobile Operation – Work Vehicle In A Live Lane <65km/h
PXJ-4161 ATG2-6	CRANE OPERATION Victoria Street, Auckland L2 Mobile Operation – Work Vehicle In The Live Lane <65km/h

Contact details					
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
<b>Principal</b>	Mansons TCLM Limited Mickey Ma Mickey@manson.co.nz	027 455 6722			
<b>TMC</b>					
<b>Contractor</b>	Auckland Cranes Eian Cameron eian.cameron@aucklandcranes.co.nz>	027 231 7607			
<b>TTM Provider</b>	iTraffic				

<b>STMS</b>	 <small>INDEPENDENT TRAFFIC CONTROL</small> <small>ittraffic.co.nz</small>	Ashley	Young	021 527 361	64654	L2/3P	22/09/2019
		Barry	Paul	028 406 1342	89846	L2/3P	11/08/2020
		Billy	Araipu	021 288 2611	23519	L2/3P	16/03/2020
		Bronson	Edwards	021 191 6881	28730	L2/3P	10/06/2019
		Dean	Rua	021 757 322	68041	L2/3P	08/05/2020
		Edward	Teura	021 363 170	40323	L2/3P	11/08/2020
		George	Tate	021 081 511 76	11557	L2/3P	28/06/2020
		Henry	Renata	021 614 270	39984	L2/3P	17/02/2019
		Jason	Tapsell	027 701 936	28975	L2/3P	19/10/2019
		John	Williams	021 265 2921	46040	L2/3P	08/05/2020
		Lance	Seuli	021 288 2614	64419	L2/3P	10/02/2020
		Matai	Vila	021 565 421	62682	L2/3P	29/07/2019
		Metuatini	Henry	021 436 798	39984	L2/3P	15/12/2018
		Nick	Repoama	021 194 7106	42394	L2/3P	24/08/2019
		Pare	Te Wharau	021 578 768	98133	L2/3P	01/08/2020
		Refiti	Manase	021 288 2617	66248	L2/3P	29/07/2019
		Vili	Vunimasi	021 288 2613	40324	L2/3P	22/03/2019
		Kelvin	Tangiiti	021 288 2612	36672	L2/3P	10/02/2020
Toporo	Purotu	027 340 9876	84852	L2/3P	15/11/2019		

**TMP preparation**

Bea Dahino	18-Oct-2018		104063	Level 2/3 NP	22/02/2021
<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>

**This TMP meets CoPTTM requirements**

**Number of diagrams attached**

5

**TMP returned for correction**  
*(if required)*

<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
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**Engineer/TMC to complete following section when approval or acceptance required**

**Approved by TMC/Engineer**  
*(delete one)*

<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
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**Acceptance by TMC**  
*(only required if TMP approved by engineer)*

<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>
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**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**

<b>Type of notification to TMC required</b>		<b>Notification completed</b>	Date	<input type="text"/>
			Time	<input type="text"/>

- LEGEND:**
- WORK AREA: 
  - SAFETY ZONES: 
  - 900mm CONES: 
  - TRAFFIC CONTROLLER: 
  - EXTENDABLE CONE BARS: 
  - SIGN FRAME/POSITION: 
  - PEDESTRIAN ROUTE: 
  - PERMANENT SPEED CHANGE: 
  - SAFETY FENCE: 
  - SHEET MATCHLINE: 

- NOTES**
- ALL CONES IN TAPERS AT 2.5m SPACINGS
  - ALL CONES ELSEWHERE AT 5m SPACINGS
  - 1m LATERAL SAFETY ZONE (SHOWN IN YELLOW) SURROUNDING WORK AREAS
  - LANE WIDTHS AT LEAST 3m UNLESS STATED



Rev	Description	By	Chkd	Date
1	INITIAL DRAWING	A.Y.	K.L.	18/10/18

**DRAWING ORIGINATOR:**



Independent Traffic Control Ltd  
PO Box 14419 Panmure  
Auckland, 1741

Telephone: +64 (9) 574 5744  
Facsimile: +64 (9) 574 5748  
Email: info@ittraffic.co.nz

**ORIGINAL SCALE:**

1:1000  
A3

**DRAWN & CHECKED BY:**

Bee Dohine (Level 2/3 NP, #104063, 22/02/2021)  
Kelvin Leyland (Level 2/3 NP, #32069, 09/04/2021)

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**PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:**



**DRAWING TITLE:**

CRANE OPERATION  
VICTORIA STREET, AUCKLAND CBD  
L2LS PARTIAL LANE CLOSURE STAGE 1

**DRAWING TITLE:**

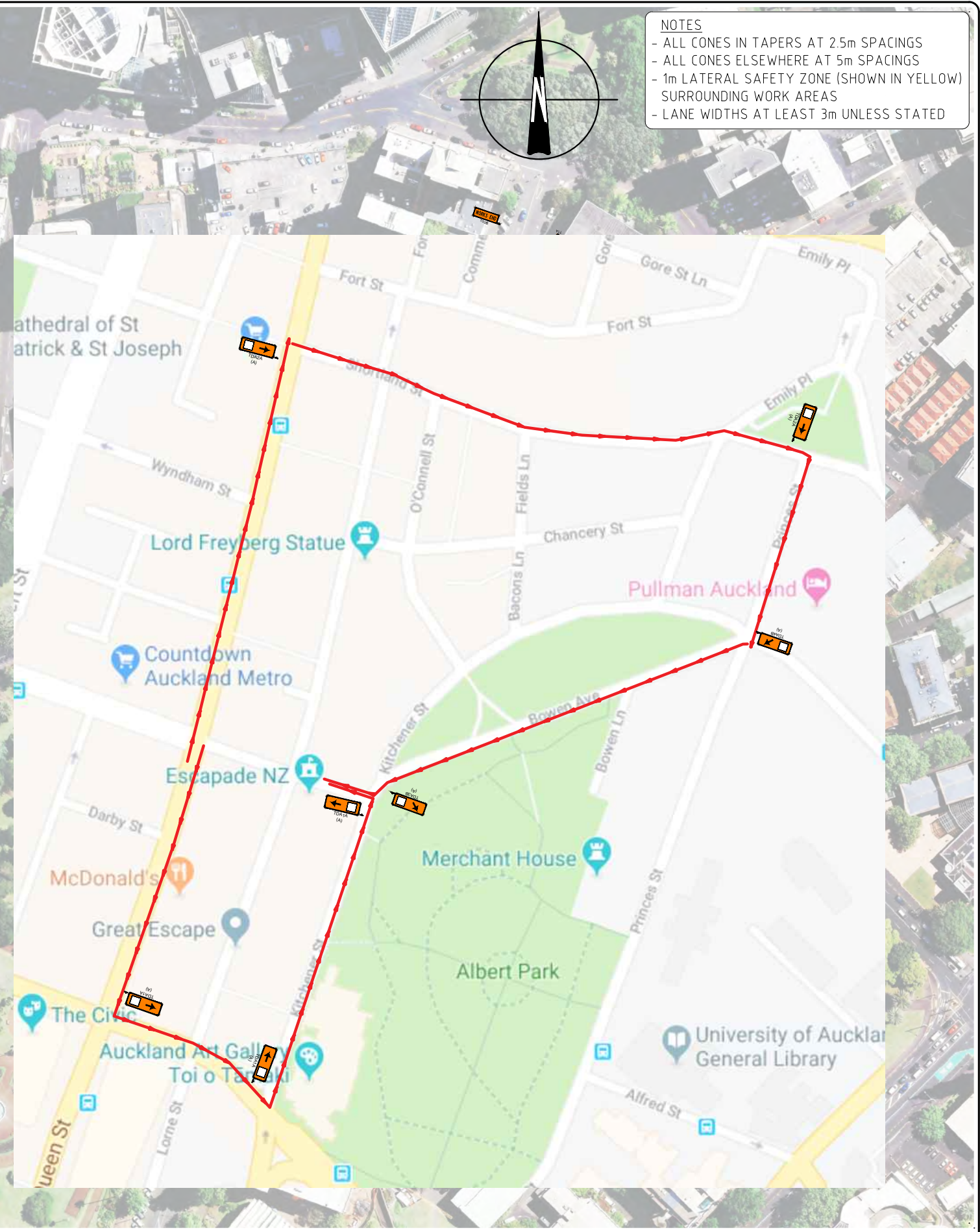
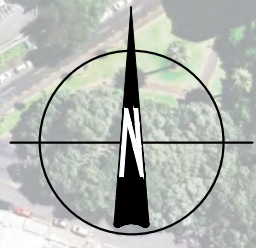
PXJ-4161

**SHEET NO:**

Sheet 1 of 5

- LEGEND:**
- WORK AREA:
  - SAFETY ZONES:
  - 900mm CONES:
  - TRAFFIC CONTROLLER:
  - EXTENDABLE CONE BARS:
  - SIGN FRAME/POSITION:
  - PEDESTRIAN ROUTE:
  - PERMANENT SPEED CHANGE:
  - SAFETY FENCE:
  - SHEET MATCHLINE:

- NOTES**
- ALL CONES IN TAPERS AT 2.5m SPACINGS
  - ALL CONES ELSEWHERE AT 5m SPACINGS
  - 1m LATERAL SAFETY ZONE (SHOWN IN YELLOW) SURROUNDING WORK AREAS
  - LANE WIDTHS AT LEAST 3m UNLESS STATED



Rev	Description	By	Chkd	Date
1	INITIAL DRAWING	A.Y.	K.L.	18/10/18

**DRAWING ORIGINATOR:**

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ORIGINAL SCALE:

N.T.S

**DRAWN & CHECKED BY:**

Bea Dohine (Level 2/3 NP, #104063, 22/02/2021)  
Kelvin Leyland (Level 2/3 NP, #32069, 09/04/2021)

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**DRAWING TITLE:**

CRANE OPERATION  
VICTORIA STREET, AUCKLAND CBD  
L2LS PARTIAL LANE CLOSURE STAGE 2

**DRAWING TITLE:**

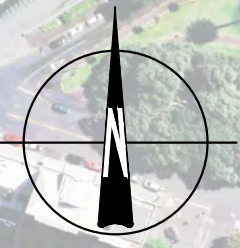
PXJ-4161

**SHEET NO:**

Sheet 2 of 5

- LEGEND:**
- WORK AREA:
  - SAFETY ZONES:
  - 900mm CONES:
  - TRAFFIC CONTROLLER:
  - EXTENDABLE CONE BARS:
  - SIGN FRAME/POSITION:
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  - PERMANENT SPEED CHANGE:
  - SAFETY FENCE:
  - SHEET MATCHLINE:

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  - LANE WIDTHS AT LEAST 3m UNLESS STATED



Rev	Description	By	Chkd	Date
1	INITIAL DRAWING	A.Y.	K.L.	18/10/18

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ORIGINAL SCALE:  
**N.T.S**

**DRAWN & CHECKED BY:**

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22/02/2021)  
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


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DRAWING TITLE:

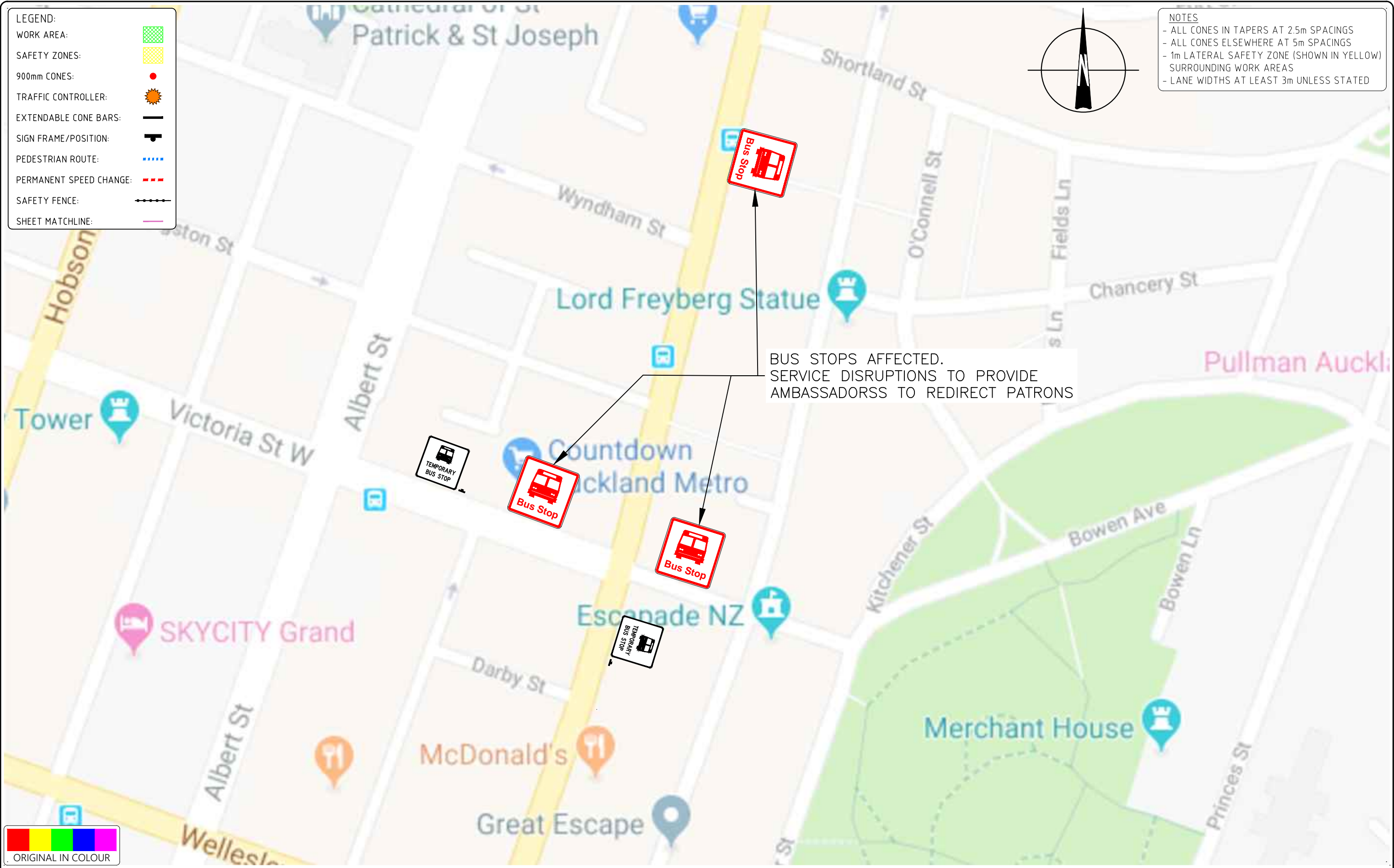
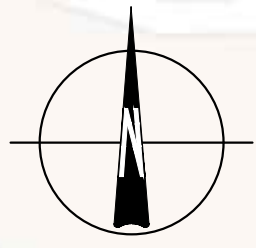
**CRANE OPERATION  
VICTORIA STREET, AUCKLAND CBD  
L2LS FULL ROAD CLOSURE & CONTRAFLOW**

DRAWING TITLE:  
**PXJ-4161**

SHEET NO:  
**Sheet 3 of 5**

- LEGEND:**
- WORK AREA: 
  - SAFETY ZONES: 
  - 900mm CONES: 
  - TRAFFIC CONTROLLER: 
  - EXTENDABLE CONE BARS: 
  - SIGN FRAME/POSITION: 
  - PEDESTRIAN ROUTE: 
  - PERMANENT SPEED CHANGE: 
  - SAFETY FENCE: 
  - SHEET MATCHLINE: 

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  - 1m LATERAL SAFETY ZONE (SHOWN IN YELLOW)
  - SURROUNDING WORK AREAS
  - LANE WIDTHS AT LEAST 3m UNLESS STATED



Rev	Description	By	Chkd	Date
1	INITIAL DRAWING	A.Y.	K.L.	18/10/18

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**DRAWING TITLE:**











CRANE OPERATION  
VICTORIA STREET, AUCKLAND CBD  
TEMPORARY BUS STOP

**DRAWING TITLE:**

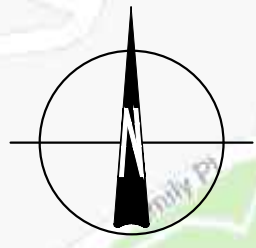
PXJ-4161

**SHEET NO:**

Sheet 4 of 5

- LEGEND:**
- WORK AREA: 
  - SAFETY ZONES: 
  - 900mm CONES: 
  - TRAFFIC CONTROLLER: 
  - EXTENDABLE CONE BARS: 
  - SIGN FRAME/POSITION: 
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  - PERMANENT SPEED CHANGE: 
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  - SHEET MATCHLINE: 

- NOTES**
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  - ALL CONES ELSEWHERE AT 5m SPACINGS
  - 1m LATERAL SAFETY ZONE (SHOWN IN YELLOW)
  - SURROUNDING WORK AREAS
  - LANE WIDTHS AT LEAST 3m UNLESS STATED



**MAIN DETOUR ROUTE**  
 QUEEN/WELLESLEY/PRINCES/SHORTLAND/QUEEN

---

**SUBSIDIARY ROUTES**

LORNE/WELLESLEY/PRINCES/SHORTLAND/QUEEN

---

BOWEN/PRINCES/SHORTLAND/QUEEN

---

BOWEN/PRINCES/SHORTLAND/QUEEN

---

PRINCES/SHORTLAND/QUEEN




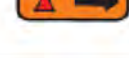
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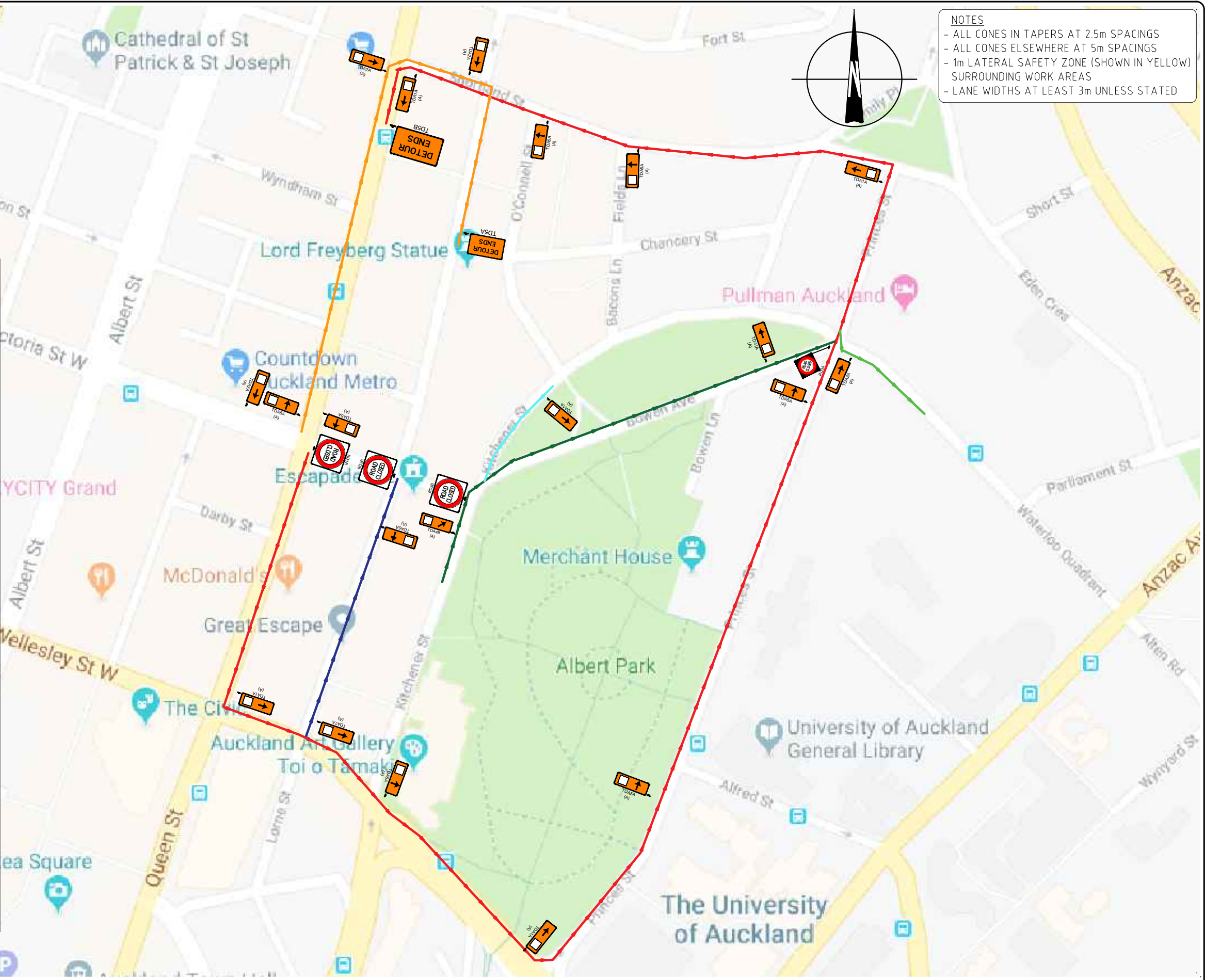
QUEEN/SHORTLAND/HIGH ST

---

SUBSIDIARY ROUTES ALL JOIN THE PRIMARY ROUTE (EXCEPT THE NB QUEEN STREET DETOUR) TO DETOUR TRAFFIC AROUND THE ROAD CLOSURE OF VICTORIA STREET EAST BETWEEN KITCHENER STREET & QUEEN STREET

ALTERNATE DETOUR SIGNS BELOW MAYBE USED DUE TO OTHER WORK SITES IN THE AREA



Rev	Description	By	Chkd	Date
1	INITIAL DRAWING	A.Y.	K.L.	18/10/18

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ORIGINAL SCALE:  
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PREPARED FOR CLIENT / CONTRACTOR / PROJECT / CONTRACT:



DRAWING TITLE:  
 CRANE OPERATION  
 VICTORIA STREET, AUCKLAND CBD  
 DETOUR ROUTE

DRAWING TITLE:  
 PXJ-4161

SHEET NO:  
 Sheet 5 of 5



**TWO-WAY TWO-LANE ROAD - LEVEL 1**

**WORK VEHICLE IN A LIVE LANE**

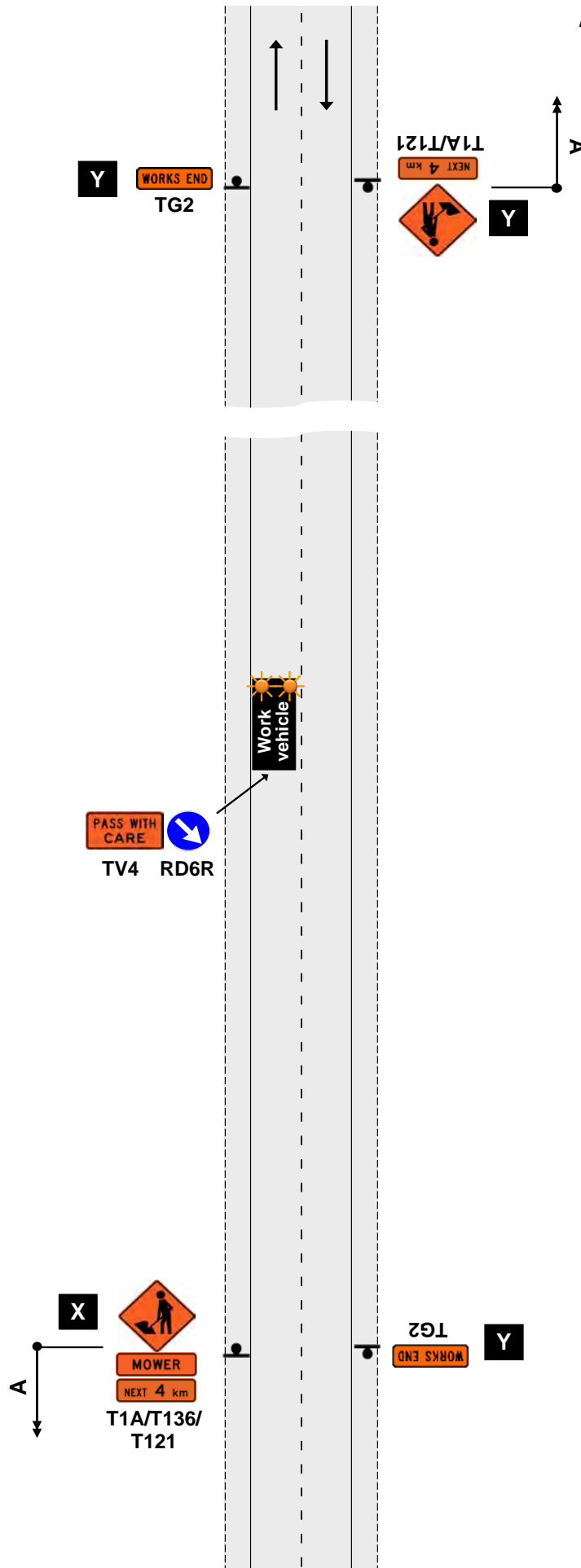
PERMANENT SPEED UNDER 65KM/H



ATF4-4

**Notes**

1. Advance warning sign X may be replaced by tail pilot equipped with T1A advance warning sign and appropriate supplementary plate
2. In this case, signs marked with Y do not need to be erected



Reference CoPTTM 4th Edition  
Section F Drawing F4.4

**TWO-WAY TWO-LANE ROAD - LEVEL 2**

**WORK VEHICLE IN THE LIVE LANE**  
 PERMANENT SPEED LESS THAN THE 65KM/H



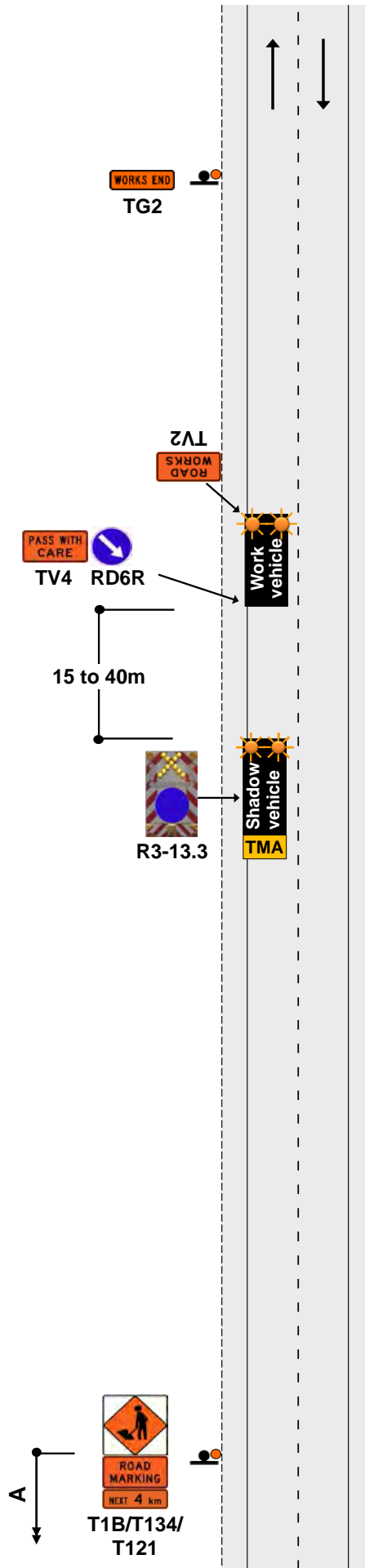
ATG2-6

**Notes**

1. This layout may also be used on multiple laned roads
2. The T1B sign and supplementary plates must be repeated throughout the length of the worksite at intervals no greater than 4km
3. The shadow vehicle must be fitted with a TMA and the R3-13.3 sign consisting of the red and white delineation, the RD6T (light arrow) and the blue disk and white arrow RD6L/R
4. The static sign may be replaced by an AWWMS if used as a tail pilot

**For non-state highways**

5. With the relevant RCA's permission, the TMA shadow vehicle may have a horizontal arrowboard and a TV4 PASS WITH CARE sign instead of the LAS
6. The static sign may be replaced by a tail pilot vehicle with a TMA, horizontal arrow board, T1B and RD6R/L signs



Reference CoPTTM 4th Edition  
 Section G Drawing G2.6