

GENERIC 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: HGNS 09972	Contractor (Working space): Brian Perry Civil 	Principal (Client): CentrePort Wellington 				
		Contractor (TTM): Higgins Contractors Ltd HB Traffic Precise Traffic ATMS	RCA: Hutt City Council 				
Location details and road characteristics	Road names and suburb		House no./RPs (from and to)	Road level	Permanent speed		
	Marine Dr, Lowry Bay		RP- 270 to 794	Level 1	50km/h 70km/h		
Traffic details (main route)	AADT		Peak flows				
	5066 (est) 4% heavy - Marine Dr, Lowry Bay		0600 to 0900 and 1600 to 1800				
Description of work activity							
<p>Higgins need to install fences to close off and install a site compound on Point Howard. The compound is needed to allow for the install of portable buildings for the project. The project will be pile strengthening (removing of damaged piles and replacing with new) for the existing wharf. The compound will always allow smaller lighter vehicle access. Larger vehicle deliveries will be done utilising this TMP. This closure will be installed daily for the first two months of mobilisation. This is followed by at least once a week thereafter. This project is expected duration is two years.</p> <p>Besides the TTM Vehicle other plant on site will be:</p> <ul style="list-style-type: none"> • Large delivery vehicles • Multiple crew cab trucks • Multiple work utes <p>See significant stages for more detail on vehicle movements</p>							
Planned work programme							
Start date	01/11/2021	Time	0700	End date	27/11/2022	Time	1900
Dayshift							
Start date	01/11/2021	Time	1900	End date	27/11/2022	Time	1700
Nightshift							

Consider significant stages, for example:

- road closures
- detours
- no activity periods

Vehicle movements – Timings of specific work phases and key activities

	Time of Day	Vehicles	Approximate Vehicle Numbers
Project Mobilisation	6:00-7:00	Cars & Utes	15
	7:00 – 17:00	Delivery Vehicles: Rigid Articulated Truck & Trailers	10 Combined 1 8 Infrequently
	17:00 – 18:00	Cars & Utes	15
Main project works	6:00-7:00	Cars & Utes	30
	7:00 – 17:00	Delivery Vehicles Rigid Trucks Articulated trucks Truck & Trailers	3 Combined 1 2 Infrequently
	17:00 – 18:00	Cars & Utes	30
	18:00 – 07:00	Cars, Utes & Light Trucks	5
Project Demobilisation	6:00-7:00	Cars & Utes	15
	7:00 – 17:00	Delivery Vehicles: Rigid Articulated Truck & Trailers	10 Combined 1 8 Infrequently
	17:00 – 18:00	Cars & Utes	15

Important info:

Day	Time	Typical Activities
Monday – Saturday	07:00 – 19:00	Pile driving, saw cutting, demolition work, hydro demolition, and deliveries.
Monday – Friday (nights)	19:00 – 07:00	Concrete pours, welding works, concrete wire cutting, and low noise barge works
Sunday	07:30 – 14:00	Concrete pours, welding works, Pile drilling

The above table will not affect traffic volumes/ levels as work will be done within the compound – See **Delay Calculations** sections (pg7) for affects on delays of traffic through due to this closure

The compound entry point for lighter vehicles will allow room for these vehicles to pull off the main road

- The compound fencing allows for a pedestrian walkway on Point Howard. The fencing will follow the existing footpath
- Stop and stop installed for initial compound construction of the area, then for larger vehicle deliveries. Stop and stop in place to allow safe access for larger vehicles into the compound
- Traffic will be held no longer than five minutes
- Work will be done both on days and nights
- Truck crossing signs will always be in place
- Consideration and provisions relating to other projects required to be undertaken in Council road reserve to ensure conflict is avoided.

	<p>General Info:</p> <ul style="list-style-type: none"> • Car parks will be removed prior to compound install • No parking cones are to have times and actual work dates on them • Cyclists using the footpath will be asked to dismount and walk through the pedestrian walkway • Cyclists using the road will be released before vehicles 				
Alternative dates if activity delayed	There will be no alternative dates included in this TMP. The TMP will be extended if required.				
Road aspects affected <i>(delete either Yes or No to show which aspects are affected)</i>					
Pedestrians affected?	Yes	Property access affected?	No	Traffic lanes affected?	Yes
Cyclists affected?	Yes	Restricted parking affected?	No	Delays or queuing likely?	No
Proposed traffic management methods					
Installation <i>(includes parking of plant and materials storage)</i>	<p>For the stop and stop closure, all signs are to be installed on the left-hand side of the road in a clockwise direction by the STMS. The first sign to be installed will be the advanced warning sign T1A.</p> <ul style="list-style-type: none"> • Remaining signs are placed in order from the advance warning sign until the works end sign is reached. Side streets will be signed out according to this procedure. The vehicle then makes a loop on a single direction carriageway or simply turns around on a bidirectional carriageway to make the next run. This process is repeated until all signs have been installed – radio communication between STMS and TC will always be maintained. • Delineation devices will be used for thresholds at each end of the site for a stop and stop. No tapers required • Truck crossing signs will be installed as the very first sign to be installed as this will remain in place for the duration of the project <p>Mobilisation</p> <ul style="list-style-type: none"> • All fencing equipment for mobilisation will be taken into the compound. Before the fences are laid out, cones will be installed around the perimeter. TC will monitor • Construction warning signs will be attached to the fencing • Fencing install will be done before any deliveries are made 				
Attended (day)	<p>For Level 1 roads, a Level 1 STMS will always be on site</p> <ul style="list-style-type: none"> • Stop and stop install to allow for large deliveries into Point Howard. This is initially to help with the compound construction of the area, then will be used for large truck deliveries and egress when required • Traffic will be held no longer than five minutes • Compound fencing will follow existing pedestrian walkway. This will be in place for the duration of the project 24hours a day • HGNS 09972 – 001 & 002 • Compound parking is shown in TMD 001 – All vehicles must park on-site. No vehicles may park on Church Lane. This must be communicated to any potential visitors • Cyclists using the footpath will be asked to dismount and walk through the pedestrian walkway • Cyclists using the road will be released before vehicles during the stop and go • Truck crossing signs in place 				

<p>Attended (night)</p>	<p>For Level 1 roads, a Level 1 STMS will always be on site</p> <ul style="list-style-type: none"> • Stop and stop install to allow for large deliveries into Point Howard. This is initially to help with the compound construction of the area, then will be used for large truck deliveries and egress when required • Traffic will be held no longer than five minutes • Compound fencing will follow existing pedestrian walkway. This will be in place for the duration of the project 24hours a day • HGNS 09972 – 001 & 002 • Compound parking is shown in TMD 001 – All vehicles must park on-site. No vehicles may park on Church Lane. This must be communicated to any potential visitors • Cyclists using the footpath will be asked to dismount and walk through the pedestrian walkway • Cyclists using the road will be released before vehicles during the stop and go • Trucks crossing signs in place
<p>Unattended (day)</p>	<ul style="list-style-type: none"> • Compound installed - HGNS 09972 – 001 • Compound fencing will follow existing pedestrian walkway. This will be in place for the duration of the project 24hours a day • One site check per day • Trucks crossing signs in place
<p>Unattended (night)</p>	<ul style="list-style-type: none"> • Compound installed - HGNS 09972 – 001 • Compound fencing will follow existing pedestrian walkway. This will be in place for the duration of the project 24hours a day • One site check per day • Trucks crossing signs in place
<p>Detour route</p>	<p>No detour installed</p>
	<p>Does detour route go into another RCA's roading network? No (delete either Yes or No) If Yes, has confirmation of acceptance been requested from that RCA? No (delete either Yes or No) Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</p>
<p>Removal</p>	<p>For the stop and go closure, removal is in the reverse order of establishment and can only proceed once the client and subcontractors have completed their activity and vacated the site.</p> <ul style="list-style-type: none"> • Removal will begin with the delineation devices surrounding the work area, followed by the threshold delineators • All signs are to be removed from the left-hand side of the road in a clockwise direction by the STMS. • Remaining signs are removed in order legally and safely until the works end sign is reached. Side street signage will be removed according to this procedure. The vehicle then makes a loop on a single direction carriageway or simply turns around on a bidirectional carriageway to make the next run. This process is repeated until all signs have been removed – radio communication between STMS and TC will always be maintained • Last to be removed will be the Advance Warning T1A sign <p>Demobilisation</p> <ul style="list-style-type: none"> • All equipment and porta coms will be removed before the fencing • Cones will remain in place in fences as they are being removed • Cones will be the last of the TM equipment to be removed from the compound
<p>Proposed TSLs (see TSL decision matrix for guidance)</p>	

	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 6 of Land Transport Rule: Setting of Speed Limits 2017, Rule 54001/2017 (List speed, length and location)	Times (From and to)	Dates (Start and finish)	Diagram ref. no. s (Layout drawings or traffic management diagrams)
Attended day/night	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 263m situated between RP- 357 (House no./RP) and RP- 620 (House no./RP) on Marine Dr, Lowry Bay (street or road name) The actual TSL sign locations and lengths will be documented on the day	0700 to 1900 & 1900 to 0700	01/11/2021 to 27/11/2022	HGNS 09972 - 002
Unattended day/night	No TSL required	No TSL required	No TSL required	No TSL required
TSL duration	Will the TSL be required for longer than 12 months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>			No
Positive traffic management measures				
<ul style="list-style-type: none"> • Pedestrian signs will be installed at pinch points on the fencing compound • Construction, authorised access and no public access signs will be installed on the fencing compound • Radio communication between MTC always 				
Contingency plans				
Generic contingencies for: <ul style="list-style-type: none"> • major incidents • incidents • pre planned detours. <i>Remove any options which do not apply to your job</i>	Major Incident A major incident is described as: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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. 		

	<p>Incident</p> <p>An incident is described as:</p> <ul style="list-style-type: none"> • excessive delays - real or potential • minor or non-inquiry accident that has the potential to affect traffic flow • Structural failure of the road. 	<p>Actions</p> <p>The STMS must immediately conduct the following:</p> <ul style="list-style-type: none"> • 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.
	<p>Detour</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>The detour and route must be designed including:</p> <ul style="list-style-type: none"> • 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. 	<p>Actions</p> <p>When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:</p> <ul style="list-style-type: none"> • 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.
	<p>Note also the requirements for no interference at an accident scene:</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"> • 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>(i.e. steel plates to quickly cover excavations)</i>	Weather Depending on the activity, works may be cancelled if raining.			
	Excess traffic delays (more than 5 minutes) In the event of congestion positive measures will be implemented, i.e. opening lane widths, removing visual distractions from site, stopping works until congestion has eased or removal of the closure.			
	Work running late In the event of breakdown or unforeseen circumstance, the contingency of 'excess traffic delays' above will apply along with informing the RCA immediately. Alternatively, Higgins will do all they can to reduce the duration of days on site. 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 - Jason Wildman 0273303097 or contact the engineer Les Jones 0272218000 to advise if Jason cannot be contacted.			
	Emergency Vehicle Access / Movements or On-Site Emergency Emergency vehicles will always be given the right of way and will be assisted through the site by a TMA vehicle if required. Emergencies onsite or nearby will first be made safe, then if appropriate moved from any live lanes, then attended to by emergency services if required. In this situation a modified TTM will be setup by the STMS if required.			
Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?	No
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
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	No	Has approval been granted?	No
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	No	Has approval been granted?	No
Authorisation to use portable traffic signals	Make, model and description/number	Not Required		
	NZTA compliant?	Not Required		
EED				
Is an EED applicable?	Not Required	EED attached?	Not Required	
Delay calculations/trial plan to determine potential extent of delays				
There will be no significant delays as the vehicles per day is less than 10,000 per day with a 134m closure traveling at 30km/h (TSL) Per hour = 633 vehicles per hour (5066 vpd). The closure is too short to cause any significant delays				
Public notification plan				
<ul style="list-style-type: none"> • No Parking information and cones to be installed 24 hours prior to works commencing with dates and times to keep clear from • Notification boards will be installed a week before works commence • Construction boards and keep out signs will be installed on the fencing 				
Public notification plan attached?	No			
On-site monitoring plan				

Attended <i>(day and/or night)</i>	<p>The initial inspection of the established site will commence upon the installation of all TTM equipment as per the approved TMP. During this inspection period the STMS is to confirm that all correct devices are in place correctly, and that no item has been left out. All conflicting signage must be covered or removed, and all temporary equipment installed is compliant.</p> <p>STMS to undertake site checks at least every two hours, during this time the STMS is to check:</p> <ul style="list-style-type: none"> • Site is fit for purpose • Site is suitable for nature and duration of work • Site remains correctly set-up as per initial inspection by the STMS <p>Level 1 - The STMS is always to remain on site except during a drive through when the STMS may need to leave the worksite to gain access to the front of the worksite. In this case the STMS may be away from the worksite for up to 30 minutes. The STMS will delegate duties to another STMS or suitably experienced TC during this period</p>			
Unattended <i>(day and/or night)</i>	Site checks will be done once a day			
Method for recording daily site TTM activity (eg CoPTTM on-site record)				
<ul style="list-style-type: none"> • 2 Hourly Site Checks / Recorded on CoPTTM onsite record. • Tailgate • Higgins hazard identification form • On site record (NEW) to be filled out per site 				
Site safety measures				
<ul style="list-style-type: none"> • All site personnel to enter/ exit the site as per the STMS instruction/ briefing • No unauthorized personnel to be on site • All vehicles will have their flashing beacons turned on when installing, entering, exiting and removing TTM closures • The Level 1 Arrow board/ work vehicle will not be parked in any safety zones while they are not being used • A briefing for all staff & workers every day shift before any works begins • A safe evacuation location to be identified at this briefing • Any site visitors must always be escorted by a Higgins representative who has completed the full site induction, visitors are to observe the works only • Minimum PPE requirements by visitors are as follows: Steel toe safety foot wear, hard hat, eye wear protection, and a hi visibility garment • STMS: If emergencies occur, call 111. Additionally, instruct others to contact Higgins supervisor or manager to contact the TMC – Hutt City Council 04 570 6666 				
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			n/a
Other information				
<ul style="list-style-type: none"> • All TMP changes are to be recorded and the TMC informed immediately of any significant modifications (e.g. time extension, TSL) 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 • Consideration and provisions relating to other projects required to be undertaken in Council road reserve to ensure conflict is avoided. 				
Site specific layout diagrams				
Number	Title			
01	HGNS 09972 – 001			
02	HGNS 09972 – 002			

03	HGNS 09972 – 003					
Contact Details						
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date	
Principal 	Fraser Robson (CentrePort)	0275353735 04 4953800	n/a	n/a	n/a	
TMC 	Jason Wildman (HCC)	04 570 6666 0273303097	30743	L2/3 NP	19/12/22	
Engineers' representative 	Lee Griffiths (BPC)	0275633053	n/a	n/a	n/a	
Contractor 	Lee Griffiths (BPC)	0275633053	111180	L1 STMS	08/05/22	
STMS 	John Campbell Tuhi Riini Sierra MacArthur	0273226031 0210433266 0226020637	98536 123234 84633	L1 STMS L1 STMS L1 STMS	25/07/21 05/09/22	
STMS 	Darren Haami Fynn McKenna	021 041 0743 02102737701	33365 122375	L2-3P STMS L1 STMS	11/01/22 18/12/22	
STMS 	Darrell Buck Honey Reremoana Nai Saena	02102424065 0221325524 0221978752	70092 117463 121541	L1 STMS L1 STMS L1 STMS	16/08/21 12/07/21 29/11/21	
STMS 	Ajay Vaalepu Jason Rankin Michael Taylor-Edwards	021 526 626 027 800 7771 027 440 7376	43290 60269 28020	L2-3P STMS L2-3P STMS L2-3P STMS	6/08/22 9/07/22 10/06/22	
TC	To be confirmed on the day	n/a	n/a	n/a	n/a	
Others as required 	Chris Bennett (Hutt City Corridor Manager)	0272307377	n/a	n/a	n/a	
TMP preparation						
Preparation 	Peter Winchester – 0272066139 p.winchester@higgins.co.nz	29/06/2021		54593	L2/3 NP	08/05/22
	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
This TMP meets CoPTTM requirements				Number of diagrams attached	02	
TMP returned for correction (if required)						
	Name	Date	Signature	ID no.	Qualification	Expiry date
Engineer/TMC to complete following section when approval or acceptance required						

Temporary safety barrier system	The attached temporary road safety barrier design has been independently reviewed as being fit for purpose					Yes No Not required	
TMP Approved							
	<i>Name</i>	<i>Date</i>	<i>Signature</i>	<i>ID no.</i>	<i>Qualification</i>	<i>Expiry date</i>	
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>	
Qualifier for engineer or TMC approval							
<p>Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.</p> <p>This TMP is approved on the following basis:</p> <ol style="list-style-type: none"> 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	<input style="width: 100%;" type="text"/>		
				Time	<input style="width: 100%;" type="text"/>		

ON-SITE RECORD

On-site record must be retained with TMP for 12 months.

Today's date	
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Location details	Road names(s):	House number/RPs:	Suburb:

Working space

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

TTM

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

Delegation

Worksite control accepted by TC/STMS-NP					
	<i>Name</i>	<i>ID Number</i>	<i>Warrant expiry date</i>	<i>Signature</i>	<i>Time</i>
	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):
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				

TMP or generic plan reference	
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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?							
<i>Add others as required</i>							
Time inspection completed:							
Signature:							
Comments:							
Time	Adjustment made and reason for change						

C2.4 Level 1 worksite layout distances

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		
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		
<p>* 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.</p> <p># 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).</p> <p>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).</p> <p>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.</p>									
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.

HGNS 09972 - 001

KEY	
	Site Compound
	Compound Fencing
	Compound Parking
	Gate
	Notification Boards



HGNS 09972 - 002

KEY	
	Site Compound
	Compound Fencing
	Compound Parking
	Gate
	Notification Boards



HGNS 09972 - 003



Dual signage/ no parking signs will be installed the night prior to work commencing. Removed car parks are represented by cones on the aerial

