

Lessons learned from one of New Zealand's most challenging civil engineering projects: rebuilding the earthquake damaged pipes, roads, bridges and retaining walls in the city of Christchurch 2011 - 2016.

## New (SCIRT) Pro Forma

**Story:** Pro Forma Traffic Management Plan

**Theme:** Construction

---

The SCIRT pro forma was created to reduce the amount of generic information required in a traffic management plan (TMP).




This document has been provided as an example of a tool that might be useful for other organisations undertaking complex disaster recovery or infrastructure rebuild programmes.

For more information about this document, visit [www.scirtlearninglegacy.org.nz](http://www.scirtlearninglegacy.org.nz)



This work is licensed under a [Creative Commons Attribution 3.0 New Zealand License](https://creativecommons.org/licenses/by/3.0/nz/).

The authors, and Stronger Christchurch Infrastructure Rebuild Team (SCIRT) have taken all reasonable care to ensure the accuracy of the information supplied in this legacy document. However, neither the authors nor SCIRT, warrant that the information contained in this legacy document will be complete or free of errors or inaccuracies. By using this legacy document you accept all liability arising from your use of it. Neither the authors nor SCIRT, will be liable for any loss or damage suffered by any person arising from the use of this legacy document, however caused.

Traffic Management Plan					TMP Proforma Version 2.0	
TMP4CHCH #		SCIRT #	1XXXX	Project Reference		
Organisations	Contractor:		Principal:		RCA: CTOC	
						
Location Details						
Road Names			Road Level	Permanent Speed	AADT	Peak Volumes
			LV <input type="checkbox"/> L1 <input type="checkbox"/> L2 <input type="checkbox"/>	PSL		AM PM
			LV <input type="checkbox"/> L1 <input type="checkbox"/> L2 <input type="checkbox"/>	PSL		
Summary of Construction Work						
Work Programme						
START DATE:		<a href="#">Click for Date</a>		END DATE:		<a href="#">Click for Date</a>
TTM Onsite		Stages or specifics of use (e.g. establishment/disestablishment time, continuous setup, time etc.)				
Inter Peak	<input type="checkbox"/>					
Daytime (7am - 6pm)	<input type="checkbox"/>					
Night-time (6pm – 7am)	<input type="checkbox"/>					
All Day (24hrs)	<input type="checkbox"/>					
Program Sequence						
FWV Stage Numbers:						

Site Specific Layout Diagrams		Number of Diagrams Attached:	
Stage #	Page #	Description	
<b>SCIRT (TMP 24569) universal plans to be used:</b>			
<b>Establishment/Disestablishment Mobile Operations:</b>			
<b>Proposed TSL</b>		Approval of Temporary Speed Limits (TSL) are in terms of section 5 of Land Transport Rule: Setting of Speed Limits 2003, Rule 54001	
<b>Attended</b>	<a href="#">Click to Select</a>	30kph <input type="checkbox"/>	40kph <input type="checkbox"/>
		50kph <input type="checkbox"/>	60kph <input type="checkbox"/>
		70kph <input type="checkbox"/>	80kph <input type="checkbox"/>
<b>Location:</b>		<b>Time and Dates:</b>	
A temporary maximum speed limit is hereby fixed for motor vehicles travelling between:			
<b>Unattended</b>	<a href="#">Click to Select</a>	30kph <input type="checkbox"/>	40kph <input type="checkbox"/>
		50kph <input type="checkbox"/>	60kph <input type="checkbox"/>
		70kph <input type="checkbox"/>	80kph <input type="checkbox"/>
<b>Location:</b>		<b>Time and Dates:</b>	
A temporary maximum speed limit is hereby fixed for motor vehicles travelling between:			
<b>TSLs MUST BE REMOVED WHEN NOT REQUIRED</b>			
<b>Contact Details</b> (for STMS contact details for this site, refer to company personal list or contact delivery team lead STMS)			
	Name	Contact #	Email or STMS Qualifications
Project Manger			
TMP Designer			<a href="#">Click for Date</a>
			ID #
			TMP Design Date

Site Specific Details	
<b>General TTM Concept and Principles Used:</b>	
<b>Discussions of Critical Areas:</b> <i>(Include PLD and TIM requirements for work)</i>	
<b>Traffic Impact Assessment:</b>	
Delays Expected <span style="margin-left: 150px;">None <input type="checkbox"/></span> <span style="margin-left: 50px;">&lt; 5 Mins <input type="checkbox"/></span> <span style="margin-left: 50px;">5 – 10 Mins <input type="checkbox"/></span> <span style="margin-left: 50px;">10+ Mins <input type="checkbox"/></span>	
<b>Site Accessing Methodology:</b>	
<b>On-site Monitoring Plan</b>	
<b>Attended</b>	
<b>Unattended</b>	Required:    Yes <input type="checkbox"/> No <input type="checkbox"/>
<b>Impact Mitigation Strategy</b>	
<input type="checkbox"/> No Public Notification Required	
<input type="checkbox"/> Standard Project Notifications <i>(detail below)</i>	
Mitigation Level	Site Specific Details
<input type="checkbox"/> Level 1 Mitigation	
<input type="checkbox"/> Level 2 Mitigation	
<input type="checkbox"/> Level 3 Mitigation	
<input type="checkbox"/> Level 4 Mitigation	
<b>Contingency Plans</b> <i>(Must be specific to the work covered under this TMP)</i>	

**Authorisations**

Real Time Operations (RTO)	<p>Real Time Operations notification required: Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>All work within 50m of a signalized intersection must be notified to CTOC's RTO team. This includes sign deployment, and detouring significant volumes of traffic through signalized intersections. RTO contact details are:</p> <ul style="list-style-type: none"> <li>(03) 941 8620 (6am – 6pm and for emergencies) or signals@ccc.govt.nz</li> </ul> <p><u>RTO notification time frames:</u></p> <ul style="list-style-type: none"> <li>24-48 hours before work commences (<i>email preferred</i>)</li> <li>At time of day deployment (<i>phone call preferred</i>) - For night deployments, provide confirmation of planned deployment during the preceding business hours</li> <li>24-48 hours before a major site changes or disestablishment (<i>phone call preferred</i>)</li> </ul>
----------------------------	---

ECAN	Working on a Bus Route?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Which Route(s)?		
	What is Impacted:	Nothing <input type="checkbox"/>	Bus Stops <input type="checkbox"/>	Bus Lane <input type="checkbox"/>	Bus Route <input type="checkbox"/>	Other ( <i>add details below</i> ) <input type="checkbox"/>
	Specific Considerations:					

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

<b>Approved by Engineer</b>	
	<i>Name, Date, Signature. Qualification and ID no. Required</i>
<b>Accepted by TMC</b>	
	<i>Name, Date, Signature. Qualification and ID no. Required</i>

**Qualifier for Engineer or TMC Approval**

This TMP is approved on the following basis:

- To the best of the Approving Engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM and/or CTOC LOPs
- 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.
- The STMS is reminded that it is the STMS's duty to postpone, cancel or modify operations due to adverse traffic, weather or other conditions that affect the safety of this site.
- If this TMP interacts / overlaps with another TMP, contact between STMSs must occur, to ensure agreement on: (i) what work activities can viably occur concurrently (ii) what the TTM configuration will be (iii) who is responsible for each Working Space (iv) who is responsible for maintaining / managing each TTM component. The objective is for all parties to work collaboratively together, without compromising safety or traffic efficiency. Agreements must be documented, and updated as necessary as work progresses. If agreement cannot be reached, then CTOC must be contacted to resolve the issue.
- The Site Specific details in this TMP are supplemented by information contained in the SCIRT supplementary TMP document. This supplementary document must be treated as part of the TMP and be onsite/presentable at all times.