



Construction Traffic Management Plan

Peacocke Waikato River Bridge & Strategic Services

Hamilton City Council Contract Ref: HCC 142/2019

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1. INTRODUCTION

1.1. Purpose

This Construction Traffic Management Plan (CTMP) is for the completion of the Hamilton City Council (HCC) Contract Ref: HCC 142/2019 – Peacocks Bridge and Strategic Services project (PSP). The purpose of the CTMP is to demonstrate to HCC how HEB Construction Ltd (HEB) intends to meet, manage and comply with the conditions of the Designation and administered by these regulatory organisations. The management plan provides the overarching principles, methodologies, and procedures for managing the effects of construction traffic. A copy of this document will be kept on-site (hardcopy and electronically) for Project and any HCC staff to be able to refer to at any time.

1.2. Management Plans

The CTMP is a management document required under the HCC Designation. The CTMP sits alongside several other specialist management plans that are also required pursuant to the Designation. WRC resource consents also require specialist management plans. As is typical of a Project of this size and complexity a number of these management plans, whether they are derived from a Designation or a resource consent, overlap either entirely or partially in terms of their focus. Table 1 below identifies all the required construction-related management plans associated with this Project and illustrates where they come from, i.e. either the Designation or the Resource Consent.

Table 1 also illustrates which plans had already been completed and certified by HCC prior to the award of the construction phase of the Project to HEB Construction. Consequently, HEB Construction are only responsible for the drafting and ensuing certification of some of the plans in Table 1.

Table 1: Management Plans relating to the construction of the Project.

| Management Plan | Requirement Source(s) | Completed prior to award for construction | To be completed by HEB Construction |
|--|---|---|-------------------------------------|
| 1 Pre-Construction Communication and Consultation Plan | HCC Designation 111, Condition 2.2, and Condition 3.4 | Yes | |
| 2 Construction Management Plan | HCC Designation 111, Condition 2.2, and Condition 9 | | Yes |
| 3 Construction Noise and Vibration Management Plan | HCC Designation 111, Condition 2.2, and Condition 11 | | Yes |
| 4 Construction Traffic Management Plan | HCC Designation 111, Condition 2.2, and Condition 12 | | Yes |
| 5 Construction Communication and Consultation Plan | HCC Designation 111, Condition 2.2, and Condition 8.2 | | Yes |
| 6 Concept Landscape Management Plan | HCC Designation 111, Condition 2.2, and Condition 6 | Yes | |
| 7 Landscape Management Plan | HCC Designation 111, Condition 2.2, and Condition 14 | Yes | |
| 8 Heritage and Archaeological Site Management Plan | HCC Designation 111, Condition 2.2, and Condition 16 | Yes | |
| 9 Dust Management Plan | HCC Designation 111, Condition 2.2, and Condition 19 | | Yes |
| 10 Contaminated Soil Management Plan | HCC Designation 111, Condition 2.2, and Condition 20 | Yes | |
| 11 Hazardous Substances Management Plan | HCC Designation 111, Condition 2.2, and Condition 21 | | Yes |
| 12 Transport Network Management Plan | HCC Designation 111, Condition 2.2, and Condition 24 | Yes | |
| 13 Ecological Monitoring and Management Plan | HCC Designation 111, Condition 2.2, and Condition 15 | Yes | |
| 14 Conservation Plan. | HCC Designation 111, Condition 2.2, and Condition 16.5 | Yes | |
| 15 Dewatering Management Plan | WRC Resource Consents AUTH141620.01.01 - AUTH141620.10.01, Condition 47 | | Yes |
| 16 Stormwater Device Planting Management Plan | WRC Resource Consent AUTH141620.03.01, Condition 11 | | Yes |
| 17 Stormwater Operation and Maintenance Plan | WRC Resource Consent AUTH141620.03.01, Condition 12 | | Yes |
| 18 Erosion and Sediment Control Plan | WRC Resource Consents, Schedule 1, Condition 10 | | Yes |
| 19 Flocculation Management Plan | WRC Resource Consent, Schedule 1, Condition 23 | | Yes |
| 20 Dust Management Plan | WRC Resource Consents AUTH141620.01.01 - AUTH141620.10.01, Condition 36 | | Yes |
| 21 Water Course Works Management Plan | WRC Resource Consents AUTH141620.01.01 - AUTH141620.10.01, Condition 46 | | Yes |
| 22 Erosion and Sediment Control Plan | WRC Resource Consent, AUTH127680.01.01, Condition 13 | | Yes |

1.3. Management Plan Framework

The CTMP sets the overall framework for the management of the traffic aspects of the project and is supported by traffic management plans (TMP) which will be either generic TMP's as provided for in CoPPTM or site-specific TMP's to address unique requirements of the project. Figure 1 illustrates the relationship between the CTMP, the Construction Management Plan (CMP) and the other sub-management plans.

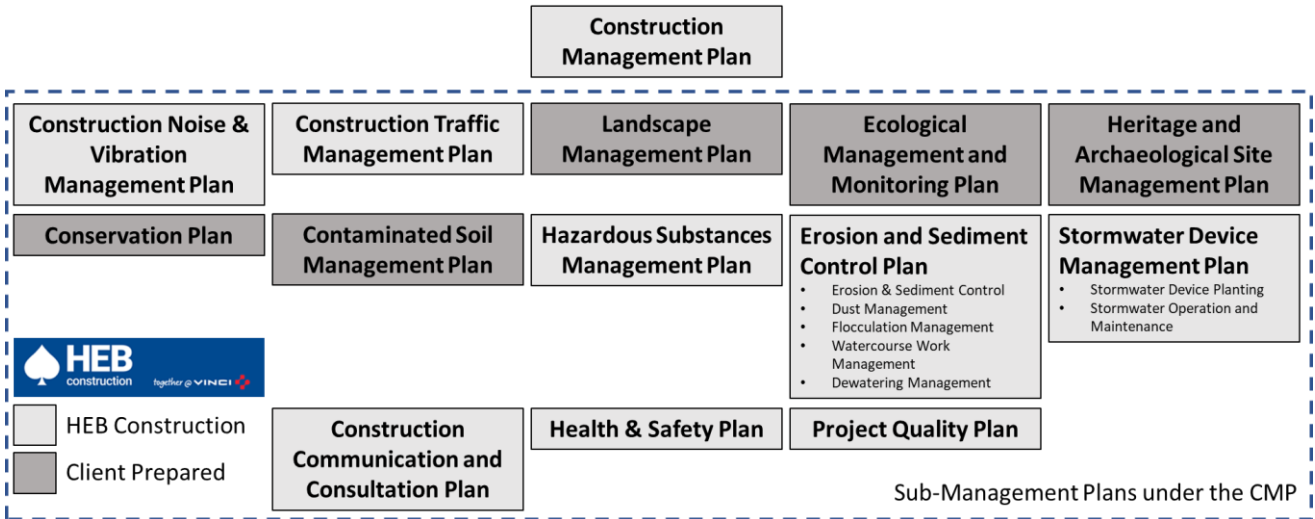


Figure 1: Management Plan relationships.

2. PROJECT DESCRIPTION

HCC has engaged HEB Construction to construct the PSP located on the southern outskirts of Hamilton City (Refer Figures 2 and 3). The PSP forms part of the broader Southern Links roading project being undertaken jointly between the Waka Kotahi and HCC to manage the anticipated transport implications of projected growth and development around the southern part of Hamilton City. These works form an integral step in continuing the wider Southern Links project, providing a roading connection from the Wairere/Cobham Interchange (currently under construction by Fulton Hogan) southwards over the Waikato River and into the Peacockes development area. The completion of these works will also provide a crucial connection of the Ring Road to the Southern Links Project located on the southern side of the Waikato River.

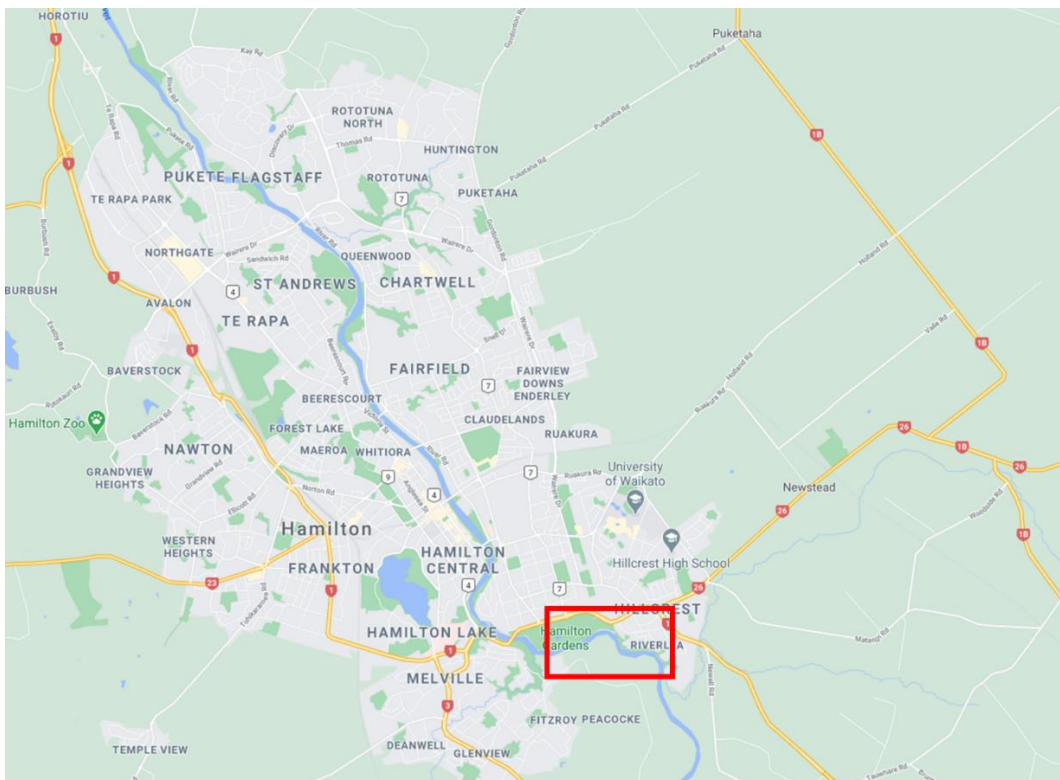


Figure 2: General Location of the Project in relation to Hamilton City

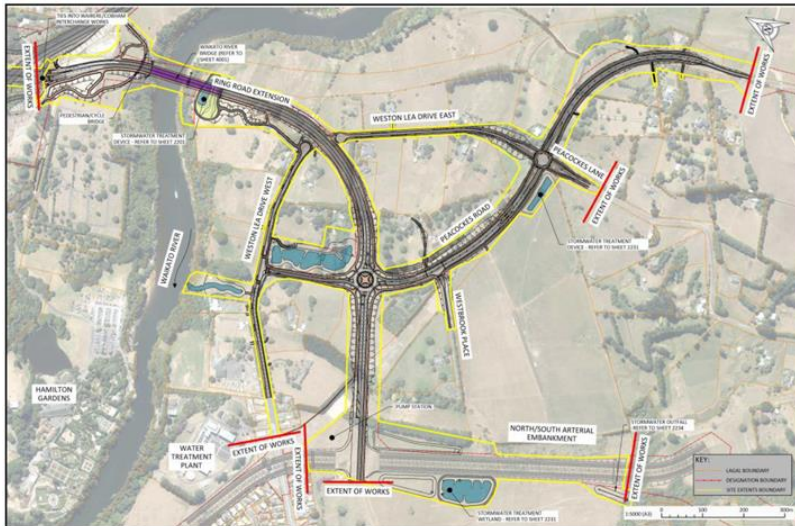


Figure 3: General Location of the Project and the extent of physical works

2.1. General nature and extent of physical works

The extent of physical construction activities involved in the Project is illustrated in Figure 3. This area is defined and covered by the various regulatory permissions (Refer Section 3). The main construction components of the PSP include the following:

- The construction of the Ring Road extension with four lanes, two lanes for cars and two lanes for public transport. A shared pathway will be provided on either side of the Ring Road extension;
- The upgrading to full urban standards of Peacockes Road and Weston Lea Drive. Weston Lea Drive will be extended to connect with Peacockes Road to the south and will be severed by the Ring Road extension. All roads being constructed will be to urban standards including pathways on both sides of the road, gas, telecommunications, power and three waters infrastructure;
- The ground improvement works along the North-South Major Arterial;
- The construction of the stormwater infrastructure (including attenuation and treatment wetlands);
- The construction of a wastewater transfer (pump) station and pipeline; and
- A pedestrian cycle bridge will be constructed over the Ring Road extension at the northern end of the Waikato River bridge.

2.2. Schedule of Construction Activities

There are numerous sections where the project works interface with the existing road network. To minimise the interaction with the public we plan on staging the works in a way that minimises the extent of TTM on the network at any one time.

This will be done by permanently constructing a large portion of Weston Lea Drive East and West whilst there are low traffic volumes (generally residents as it remains a no exit road).

It is planned to temporarily divert the first short section of Peacockes Road to the west of the existing road, to undertake the works efficiently and reduce the overall duration this section is impacted by TTM. During this period alternative access will be provided for affected residents.

When Weston Lea Drive construction is complete, we propose to divert traffic along this route and close existing Peacockes Road to allow unimpeded construction of the new alignment. Traffic will be returned to Peacockes Road as early as possible after the permanent works are complete.

Appendix 1 provides staging plans for the works. These will evolve during the construction period for the project as site conditions become fully understood. The estimated overall Project program

time frames are from Oct 2020 to an expected end date of December 2023. .

2.3. Hours of Operation

Normal working hours will be:

- For on-site construction activities: 7:00 am to 7.00 pm Monday to Saturday (excluding public holidays).
- Heavy construction vehicle movements on site are not permitted on:
 - a) on Sundays; or
 - b) on public holidays or after 4.00 pm on working days prior to long weekends.

2.4. Working Hours Exemptions

The working hours noted in section 2.3 are as per the designation conditions and apply to heavy commercial vehicles (HCV's).

If construction work is required outside of the hours of operation described in Section 2.3 then the Project Manager will apply to the Engineer representative (Ivan Kottaiya BBO). Construction works outside of the hours noted in section 2.3 will be limited to works that cannot be conducted in normal hours such as traffic switches and will not use bulk HCV's. Any proposal to temporarily vary the hours of operation must be made in writing and must include the following information:

- A written proposal, with a clear map(s) and/or diagram(s), outlining the need for the variation, the proposed variation area, any activities proposed to be undertaken within the variation area, and an appropriate assessment of the effect(s) of the temporary exemption to operating hours.
- Details, if any, of any proposed work(s) or activity(ies) that may be used to offset or mitigate any effect(s) of the proposed temporary exemption to operating hours.
- A summary of consultation undertaken.

Any works outside hours that are approved, will require notification of affected parties as per the Construction Communication and Consultation Plan (CCCP) and compliance with the Construction Noise and Vibration Management Plan (CNVMP).

Emergency works such as backfilling excavations to make the road safe for lockdowns will be notified to the engineer and ant affected parties by phone.

2.5. Commencement of Construction Activities

Construction related activities associated with the Project may commence when the requirements identified in Table 2 have been completed subject to the subsequent approval of the site-specific approvals identified in Table 3. Approvals must be obtained in writing from either HCC or WRC, or both dependent upon the plan.

Table 2: Consent Related Prerequisites for the Commencement of Construction

HCC approval of the following Management Plans has been received.

- Construction Management Plan
- Construction Noise and Vibration Management Plan*;
- Construction Traffic Management Plan*;
- Construction Communication and Consultation Plan;
- Dust Management section of the Erosion and Sediment Control Plan;
- Hazardous Substances Management Plan;
- WRC approval of the following Management Plans has been received
- Erosion and Sediment Control Plan*

3. CONSENTS AND DESIGNATION

The Project has been issued numerous regulatory permissions in the form of Resource Consents and a Designation. The CTMP will demonstrate how HEB will achieve compliance within these requirements and constraints as they relate to traffic management.

3.1. Guide to Management Plans and Sections dealing with HCC Consent Conditions

To efficiently locate where, in either the CTMP or another-management plan, an HCC designation condition is discussed, please consult Table 3 below. The middle column will indicate which management plan should be consulted, and the far right-hand-side column will confirm the section(s) to refer to within the plan identified.

Table 3: HCC Designation Conditions Reference Guide.

| 2.0 Management Plans General | | Associated Management Plan | Specific Section of the Management Plan |
|---|---|--------------------------------------|--|
| 2.2 | The following Management Plans must be submitted to the Territorial Authority Chief Executive or nominee for certification that they are consistent with the conditions of the designation: d)Construction Traffic Management Plan | Construction Traffic Management Plan | Entire Plan |
| 12.0 Construction Traffic Management Plan | | Associated Management Plan | Specific Section of the Management Plan |
| 12.1 | A Construction Traffic Management Plan (CTMP), shall be prepared by a suitably qualified and experienced person in accordance with the NZTA Code of Practice for Temporary Traffic Management and after consultation with the Territorial Authority Chief Executive or nominee. The CTMP shall be submitted to the Territorial Authority Chief Executive or nominee, for certification that the plan satisfies this condition no later than forty (40) working days prior to the commencement of any stage during Construction Works. Construction of any relevant stage of the Project shall not commence until the Requiring Authority has received the Chief Executive's or nominee's written certification of the CTMP for that stage of works. | Construction Management Plan | Section 5.1.1 Pre-Construction Notification Requirements |
| 12.2 | The objective of the CTMP is to provide a framework to be adopted by the Requiring Authority to ensure that the adverse traffic and access related effects of the construction of the Project will be avoided, remedied or mitigated. | Construction Traffic Management Plan | Section: Entire Plan |

| | | |
|------|---|--|
| 12.3 | When requesting certification of a CTMP, the Requiring Authority shall provide the certifying Territorial Authority with a letter from each other Territorial Authority whose roads are affected by the Project's construction traffic confirming that the Requiring Authority has adequately consulted with that Territorial Authority in relation to Condition 12.5(i) and any effects on that Territorial Authority's road network and included adequate measures to manage such effects. | Section 6.5 & 6.7.1. |
| 12.4 | The CTMP shall have regard to and where appropriate implement any relevant actions identified in the minutes arising from Community Liaison Group meetings (Conditions 3.3 and 3.14). | Section 6.1, 6.2 & 6.3 |
| 12.5 | <p>The CTMP shall describe the measures that will be undertaken to avoid, remedy or mitigate the local and network wide construction traffic effects of construction of the Project. In particular (but not limited to), the CTMP shall describe:</p> <p>a) Measures to maintain vehicle access to roads and property to defined and approved levels of service. The CTMP shall identify notification thresholds and processes for communicating with affected parties and shall consider whether there are specific user needs that require specific responses.</p> <p>b) Measures to maintain access for emergency vehicles, and methods to ensure that emergency service providers are regularly informed of the timing and sequencing of works, road closures and alternative routes.</p> <p>c) The manner in which service providers are regularly informed of the timing and sequencing of works, road closures and alternative routes.</p> <p>d) The timing and sequencing of any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions;</p> <p>e) Measures to ensure safe interaction between Project-related construction traffic and local road traffic where any temporary or existing local roads cross the Southern Links corridor.</p> <p>f) Measures to ensure safe access to the Project site.</p> | <p>Section 5 & 6</p> <p>Section 6.1 – 6.4</p> <p>Section 6.1</p> <p>Section 6.1</p> <p>Section 5.4</p> <p>Section 6.7.2</p> <p>Section 5.1</p> |

| | | | |
|--|---|-----------------------------------|--|
| | g) Measures to monitor the performance against agreed levels of service of all access points to the Project site, and all key state highway and arterial local road intersections used by Project-related construction traffic, and the procedures to be followed where intervention is deemed necessary in order to maintain acceptable and reasonable operating conditions on local roads and on the State Highway network. | | Section 6.4 & 6.5 |
| | h) Measures to ensure that any staging of Construction Works will adequately avoid, remedy or mitigate traffic-related adverse effects. | | Section 5 & 6 |
| | i) Measures to be adopted to identify routes to be used (and roads to be specifically avoided) for Project-related Heavy Commercial Vehicles (HCVs) for shifting bulk materials (such as earth fill or pavement materials or water) (Bulk HCVs) and implement temporary traffic management controls in accordance with the Code of Practice for Temporary Traffic Management (COPTTM). | | Section 6.7 |
| | j) Measures to ensure the use and reinstatement (to a mutually agreed standard) of local roads to be used as haul roads. The CTMP shall also describe the assessment and monitoring of road conditions and implementation of mitigation works. | | Section 6.4 |
| 13.0 General Construction Traffic | | Associated Management Plan | Specific Section of the Management Plan |
| 13.1 | The Requiring Authority shall ensure there is no off-site Project-related Bulk HCV traffic: a) on Sundays; or b) on public holidays or after 4.00 pm on working days prior to long weekends. | Construction Management Plan | Section 2.3 & 2.4 Hours of Operation |
| 13.2 | The maximum hours of work for off-site Project-related Bulk HCVs shall be 7.00am – 7.00pm. | | |

4. ROLES AND RESPONSIBILITIES

4.1. Roles and Responsibilities

The Project roles and responsibilities associated with those positions defined within the CTMP are set out in Table 8.

Table 8: Roles and Responsibility for Implementing the CTMP.

| Position | Contact Details | Principal Responsibilities |
|--|--|--|
| Full Time / On-Site | | |
| Project Manager | Werner du Plessis HEB Construction Ltd E: werner.duplessis@heb.co.nz M: 0272 810418 | <ul style="list-style-type: none"> Principal Project contact for HCC and WRC. Responsible for all day-to-day construction operations on the Project. Overall responsibility for ensuring traffic management compliance is maintained onsite. Implementation of the CMP and sub management and mitigation plans onsite. |
| Construction Manager | Gary Budden HEB Construction Ltd E: gary.budden@heb.co.nz M: 0278 395810 | <ul style="list-style-type: none"> Responsible for all Civil works (including Traffic Management) operations on the Project. |
| Senior Project Engineer | Lohesh Gogineni HEB Construction Ltd E: lohesh.gogineni@heb.co.nz M: 0272 676512 | <ul style="list-style-type: none"> Co-ordination of Engineering team (including Traffic Management) operations on the Project. |
| Site Health & Safety Manager | Nigel Connor HEB Construction Ltd E: nigel.connor@heb.co.nz M: 0272 353055 | <ul style="list-style-type: none"> Completion of routine monthly safety site inspections, development of actions for remediation of any issues identified. |
| Routinely On-Site / Based in Hamilton | | |
| Communications & Stakeholder Manager | Kellie Ellis HEB Construction Ltd E: kellie@heb.co.nz M: 027 233 7276 | <ul style="list-style-type: none"> Refer to Section 7 Communication and Consultation |
| Traffic Manager | Hamish Riddell Fulton Hogan E: Hamish.riddell@fultonhogan.com M: 0274 140177 | <ul style="list-style-type: none"> Refer to Section 10 Traffic Management |

5. TEMPORARY TRAFFIC MANAGEMENT (TTM)

5.1. Site Access

5.1.1 Construction vehicle entrance

Construction vehicle access will be via the entrance identified on the staging plans in Appendix 3. Access to works on the Northern side of the Waikato River will be via the Fulton Hogan Cobham Drive project. This will avoid the need to use Hungerford Crescent as a site entrance, which has now been closed.

Site entrances will be constructed to ensure sight distances are maximised for safe entry and exit from site. The site exit onto Cobham Drive will be constructed and positioned to allow heavy vehicles to accelerate before merging onto the State Highway.

5.1.2. Staff Vehicle entrance

Private staff vehicles will not be permitted in active construction site areas. Car park facilities for staff will be provided at:

- The Glenview Club off Peacockes Road,
- Echo Bank Place
- The temporary site office at 84 Weston Lea Road, car park access off Peacockes Road
- North side of the Bridge via Hungerford Crescent

5.1.3. Employee Travel Demand

Ride sharing and car-pooling are encouraged for the site team and sub-contractors. A minibus is available on site for ride sharing and to reduce vehicle movements to the site and around the site. Sub-Contractors have allotted storage areas and secure containers to minimize the need for repeated deliveries throughout the day.

Works have been staged to allow existing houses scheduled for demolition to be used as staff accommodation, thus reducing vehicle movements to the project.

Provision for staff to cycle to work has been made with facilities at the main site office adjacent to the Glenview club:

- Secure covered bicycle storage provided in a separate building behind the site office
- Changing rooms with lockers and shower facilities provided adjacent to office buildings.

5.2. Implementation and Operation

5.2.1 Corridor Access Request (CAR)

The CAR will be lodged by the Traffic Manager / TMP designer when submitting the TMP for approval.

5.2.2. Traffic Management Plan (TMP)

The project is in a rural area adjacent to established suburbs of Hamilton City. The immediate roading network consists of single carriageway roads which are classified as Level 1 or Low Volume (LV) roads. For a large portion of the works generic TMP's are suitable for the activities being undertaken on site. For specific site operations such as detours, traffic switch onto new pavements etc. site-specific TMP's will be developed.

A TMP will be prepared so that every construction activity which impacts on the road network is conducted using an approved methodology, with the agreed mitigation measures in place and to the correct standard. Each TMP will comply with the relevant standards of Code of Practice for Temporary Traffic Management (COPTTM) and HCC's Traffic Management Process.

Each TMP shall be consistent with, and be implemented in accordance with, the CTMP in particular, TMPs shall describe, where appropriate:

- Temporary traffic management measures required to manage impacts on road users during proposed working hours;
- Measures to maintain existing vehicle access to adjacent properties
- Any proposed temporary changes in speed limits
- Provision for the safe and efficient access of vehicles to and from the construction site.

TMP's will be a combination of generic TMP's and site-specific TMP's (SSTMP).

The TMP will be submitted to the Engineer's Rep (Ivan Kottaiya BBO) and then onto Traffic Management Coordinator (TMC) under the Corridor Access Request (CAR) for approval. The approved copy of the TMP will be provided to the Engineer's Rep for record purposes.

TTM for each TMP shall not be implemented until the HEB Construction has received the approved TMP signed by the TMC and the Engineer's Rep.

The Project Traffic Manager will send a regular activity report to effected TMC's, this will include approx. areas and roads effected. In addition, a daily sheet will be sent each morning to the TMC.

5.3. TTM installation

TTM will be set up and programmed to ensure multiple operations can be undertaken under a single establishment. Separate establishments across the site will be coordinated to avoid conflicting requirements. Closure lengths will be minimised to reduce the overall impact on the public and their travelling time.

TTM signage will be installed in accordance with CoPPTM. Long term signage will be installed using timber poles to provide a more resilient signage solution.

5.4. Detours

The proposed road closures will require traffic to use alternative routes. During these periods our TTM staff will monitor the detours to ensure there is no adverse impact, such as queuing or unreasonable delays. Detours will require a SSTMP.

Detours will be required on:

- Weston Lea Drive following connection to Peacockes Road at the Southern end.
 - Deep drainage works on Weston Lea Drive will require a section of road closure to allow construction works to be carried out. The point at which the diversion occurs will vary as the works progress along Weston Lea Drive. Diversion lengths will vary from approx. 150m to approx. 750m
 - Diversions will be via the newly constructed Weston Lea Drive / Peacockes Road intersection onto Peacockes Road and will use a short section of temporary pavement for this purpose.
 - Diversion will be in place from Aug to May 2022
- Peacockes Road after Weston Lea Drive is established as a temporary through road
 - It is intended to close the centre section of Peacockes Road for construction following completion of Weston Lea Drive, with traffic diverted via Weston Lea Drive. Access will be maintained for residents during these works. Diversion lengths will add approx. 30m to the journey length.
 - Diversion will be in place from May 2022 to Nov 2023.
- Peacockes Road Northern end for deep services installation
 - A 350m length of existing Peacockes Road requires installation of deep services which will require a road closure and diversion to be put in place. The diversion will be to the west of Peacockes Road, via temporary occupation of private land as arranged by HCC.
 - Diversion will be in place approx. from October 2021 to December 2022

All proposed detours will be planned in consultation with the Engineer's Rep and HCC. Due consideration will be given to alternative options and likely disruption to traffic. Options will

evaluated on issues such as extended durations of localised traffic management including delays versus short term closures / diversions to minimise disruptions.

6. SPECIAL CONSIDERATIONS

6.1. Traffic Forum

The PWRBSS contract is one part of the overall Peacockes development project which includes other HCC contracts as well as private land development companies. Engagement for traffic management will need to be undertaken in relation to the location, timing and duration of construction works, particularly around traffic management proposed such as road lane reductions and/or closures and alternative routes or detours to be used. HEB Construction anticipates attending an existing Hamilton City Council led Traffic Forum (along with Fulton Hogan and CB Civil) to consult with emergency services (including the New Zealand Police, New Zealand Fire Service and St John Ambulance), WRC from a public transport perspective, Waka Kotahi for interaction on State Highways and other high-risk users who need consideration such as NZ Post or school buses. The Traffic Forum will be led by Hamilton City Council and attended by HEB Construction's Traffic Manager (to outline traffic management plans upcoming), and HEB's Communications and Stakeholder Manager (to capture any feedback or actions agreed), informing the preparation of Traffic Management Plans and incident planning for the Project.

Updates on anticipated volumes of truck movements and traffic management operations including upcoming traffic restrictions will be advised at the Traffic Forum as required and via the meetings with the HCC comms team. HEB constructions Communications & Stakeholder Manager and the HCC comms will review upcoming plans and carry out notifications as agreed including letter drops, radio ads, online notices etc. They will also review and agree extents of notifications. HEB will provide details of notification of affected parties as part of site specific TMP development and application for work activities around the project. This will include emergency services, NZ post, rubbish collections etc.

6.2. Access for Residents

Throughout the construction of the works, residents will require access in and out of their properties. All-weather access will be maintained, or an alternative provided to reduce any impact or inconvenience.

Pedestrians and cyclists currently use the road or grass verge for their travels. These routes will be maintained with separation from the construction activities. As the works progress, new sections of footpath will be opened for use, to provide safer routes than currently experienced.

6.3. Neighbour notification

Communications to road users will be addressed through localised traffic management signage. Should detours need to be established, these will be promoted via Hamilton City Council channels and residents located along these detours advised by way of letter drops.

Generally, notification thresholds for those affected by proximity have been established by HCC as 200m around the designation boundary and these residents are currently targeted in 3 monthly letter drops to communicate works progress and works planned. Specific letter drops for specific activities that directly affect local residents and businesses will be undertaken to meet the needs of the traffic management plan in notifying identified stakeholders.

The 0800 PEACOCKE phone number and peacocke@heb.co.nz will be promoted throughout all letter drops to provide contact details for HEB to resolve any traffic management concerns or complaints.

6.4. Road condition inspections

We will undertake weekly inspections on the local roads within the site works. This will identify any early signs of fatigue or failure of existing pavement and ensure a proactive approach is taken in preventative maintenance and repairs.

Inspections will be undertaken by the Engineering team and STMS and will be recorded by exception, identifying areas in need of attention and proposed remedial works required.

6.5. Traffic Monitoring

The Project Traffic Manager will advise the TMC's of the adjacent networks prior to the project commencing bulk hauling operations on their networks.

Performance of the road network will be monitored by the Traffic Manager maintaining regular communications with TMC's of the roading networks, including the HCC NOC contract, Waipa and Waikato District Councils.

As part of the NOC contract the Fulton Hogan (FH) Traffic Manager (Kerry Drake) will have immediate direct access to traffic data from a variety of sources ie. Waka Kotahi, HCC , ATOC etc and the public

If project traffic is observed to be causing unreasonable delays (over 10 mins) or obstructions to the network, then options to re-route trucks will be deployed, such as temporary reduction in truck numbers, diverting trucks from the Northern to Southern routes or vice versa.

6.6. Material storage

The project designation is limited and thus there is little room for material storage. Generally, materials will be delivered to site work areas on a just in time basis to avoid the need for additional or extended traffic management to accommodate materials.

Laydown areas will be created fully within the site at Echo Bank Place for Bridge construction materials and on the HCC land at 84 Weston Lea Drive for general project materials.

6.7. Construction Traffic

The project requires transport of construction materials to site and transport of surplus (earthworks off-site disposal) from site. We propose to use main arterials for construction traffic where possible to limit the heavy vehicles using the local road network and the potential subsequent impact on neighbouring properties.

The bulk materials supply to the project includes:

- Aggregate for pavement construction & drainage works
- Disposal of surplus earthworks cut materials
- Concrete delivery

The project requires different aggregate products for the pavement layers and drainage layers which will be sourced from quarries both to the north and south of the project.

A large quantity of surplus soil will be generated by the project (approx. 120,000m³) this will be disposed of at consented sites both to the north and south of the project subject to the quality of the materials encountered. Opportunities to create options for further disposal of soils within the project boundaries will be worked through with HCC to reduce the volume for off-site disposal.

Concrete will be sourced from plants within Hamilton which are situated north of the project.

Water for dust suppression and construction use will be sourced within the site area. HCC is progressing with a consent to allow water allocation from the Waikato River to be shared between Hamilton Gardens and the project with the storage and filling facility being contained within the site designation. There is also a new water filling point to be constructed on Peacockes Road which will be constructed early in the project for project use. These options will avoid the need for watercarts to travel onto the wider road network.

6.7.1 Haul Routes

There are 3 main routes for heavy vehicles to the main (Southern) section of the project from the State Highway network:

- SH21 to Peacockes Road via Raynes Road
- SH3 to Peacockes Road via Dixon & Waterford Roads
- SH1 to Peacockes Road via Bader & Norrie Streets

Traffic accessing the North of the Bridge will be via SH1 Cobham Drive.

There are no specific restrictions on the use of any of these roads. All of these roads have limited capacity due to their geometry and locations. As noted in 6.7 above materials will be sourced from both to the North and South of the project and this will act to split traffic volumes on each individual route. Operations such as pavement construction whilst a cut to waste earthworks activity is being carried out in the same vicinity may require trucks to diverted either North or South to manage truck volumes.

Quarry deliveries will be staggered to reduce the risk of multiple trucks arriving on the project at the same time. Where possible trucks will be back loaded with surplus spoil from the earthworks operations to minimize truck numbers and avoid banging noises associated with empty trucks, this will be subject to the program restrictions. All truck movements will be monitored as noted in section 6.5, it is not envisaged that specific temporary traffic management will be required outside the project site to control these movements.

Indicative spread of bulk delivery truck numbers by route per day of a given month is shown in Figure 4 below. This is indicative only and is subject to particular material demand & availability for specific operations as well as overall progress & program. Truck numbers include travel each way i.e. a delivery of 1 load of aggregate to the project is counted as 2 truck movements.

Figure 4 (below) – Indicative daily truck numbers: -

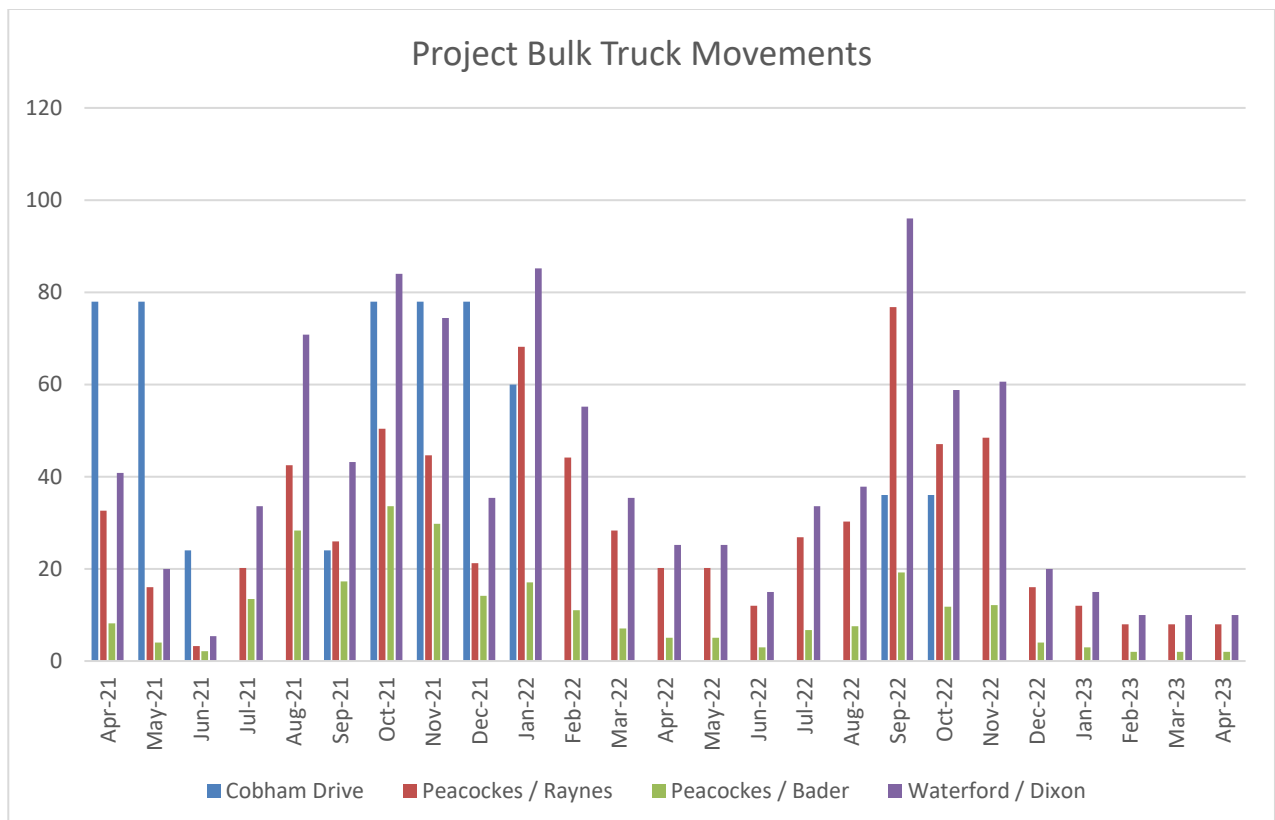
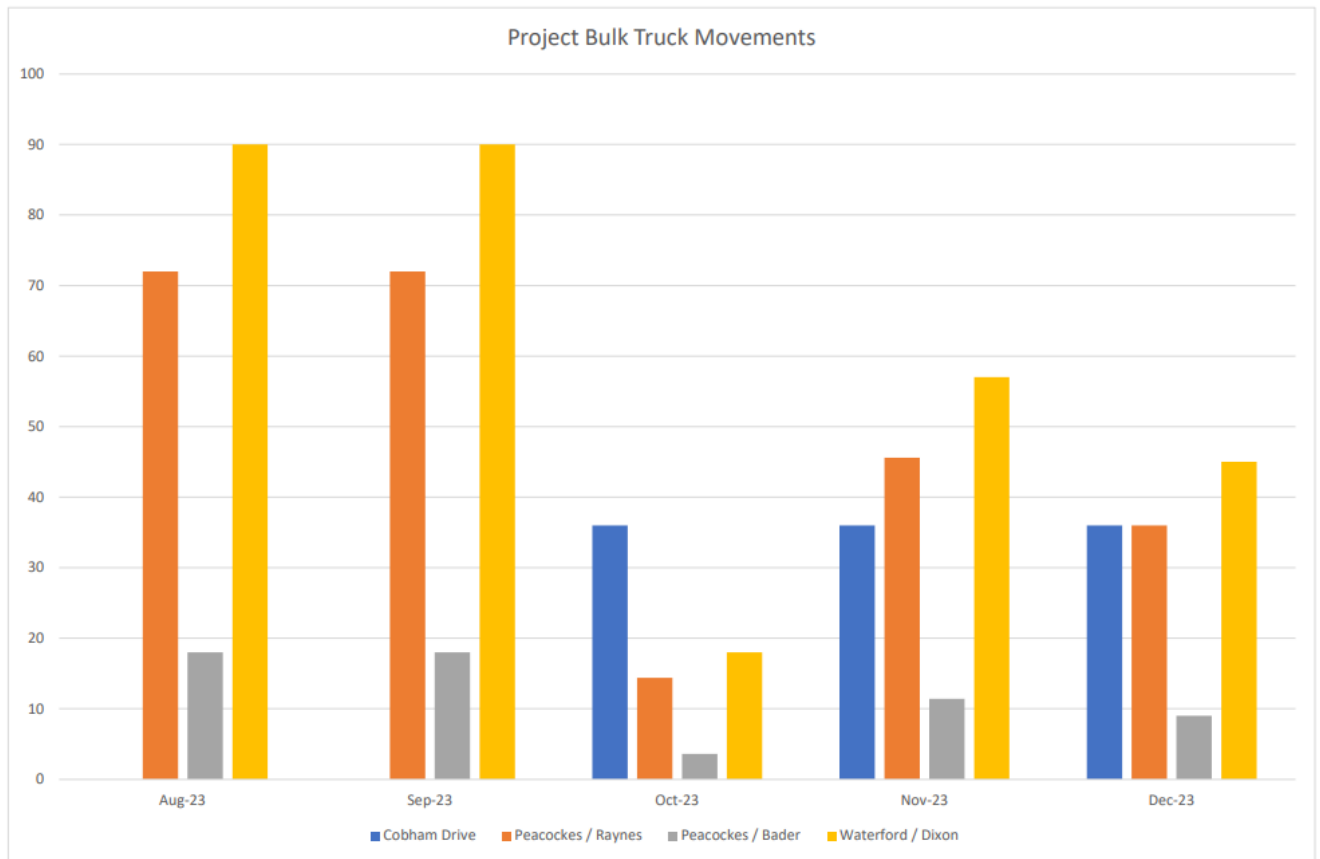


Figure 5 (below) Anticipated Bulk Traffic movements for August – December 2023 are provided below: -



As noted in section 6.1 above the project will review anticipated truck numbers on a monthly basis advising the comms team and TMC’s on predicted truck numbers for the upcoming months work. This will allow more accurate forecasting and will reflect specific events such as a large concrete pour.

6.7.2 On-site Haul Routes

The project consists of greenfield and online sections of work. Haul roads will be created for the works in the greenfields sections of the project with site accesses as noted in section 5.1. Whilst the staging of the project as noted in 2.2 is designed to minimize interaction with the public, temporary road crossings will be required for Weston Lea Drive and Peacockes Road for limited durations to allow earthworks to progress. Temporary Road crossings will be detailed in SSTMP’s.

6.7.3 Over dimensional Loads

Over dimensional loads are governed by permits for the use of the road networks. These will be special deliveries which in some cases may require use of the road network outside the projects normal working hours.

The Project Communications & Stakeholder Manager will advise the HCC comms team of such deliveries in their weekly meetings and the Project Traffic Manager will advise the TMC’s of the affected networks. Out of hours working permissions will be sought from the Engineer’s Rep as per section 2.4.

6.8. Special events / Traffic Moratorium's

Heavy vehicle restrictions around public holidays are noted in 2.3 above.

Fieldays is a specific event in June which will be subject to traffic restrictions, this will especially effect access from the South. June is typically a period of lower trucking volumes with restricted earthworks and pavement activities occurring during the winter period. The project will arrange trucking operations in accordance with moratorium restrictions in force during this period.

6.9. Health and Safety

Temporary traffic management will be carried out in accordance with CoPPTM as a minimum. TTM will only be carried out by warranted site traffic management supervisors (STMS) and traffic controllers trained by Waka Kotahi accredited providers. TTM requirements will be part of the project induction for all staff and TTM will be raised at weekly project toolboxes attended by all project staff. The STMS will carry out site-specific inductions with each work crew within the work areas.

7. INCIDENT AND EMERGENCY RESPONSE

7.1. Traffic Incident

A 24hr emergency traffic management call out on 027 776 2349 is provided, managed by Fulton Hogan for the project to provide the necessary support. Traffic incidents will be reported to the Engineers Rep and the TMC within 24hrs, with an incident report. A register of traffic related incidents will be maintained, within the overall project incident register and will identified in the overall site incident report.

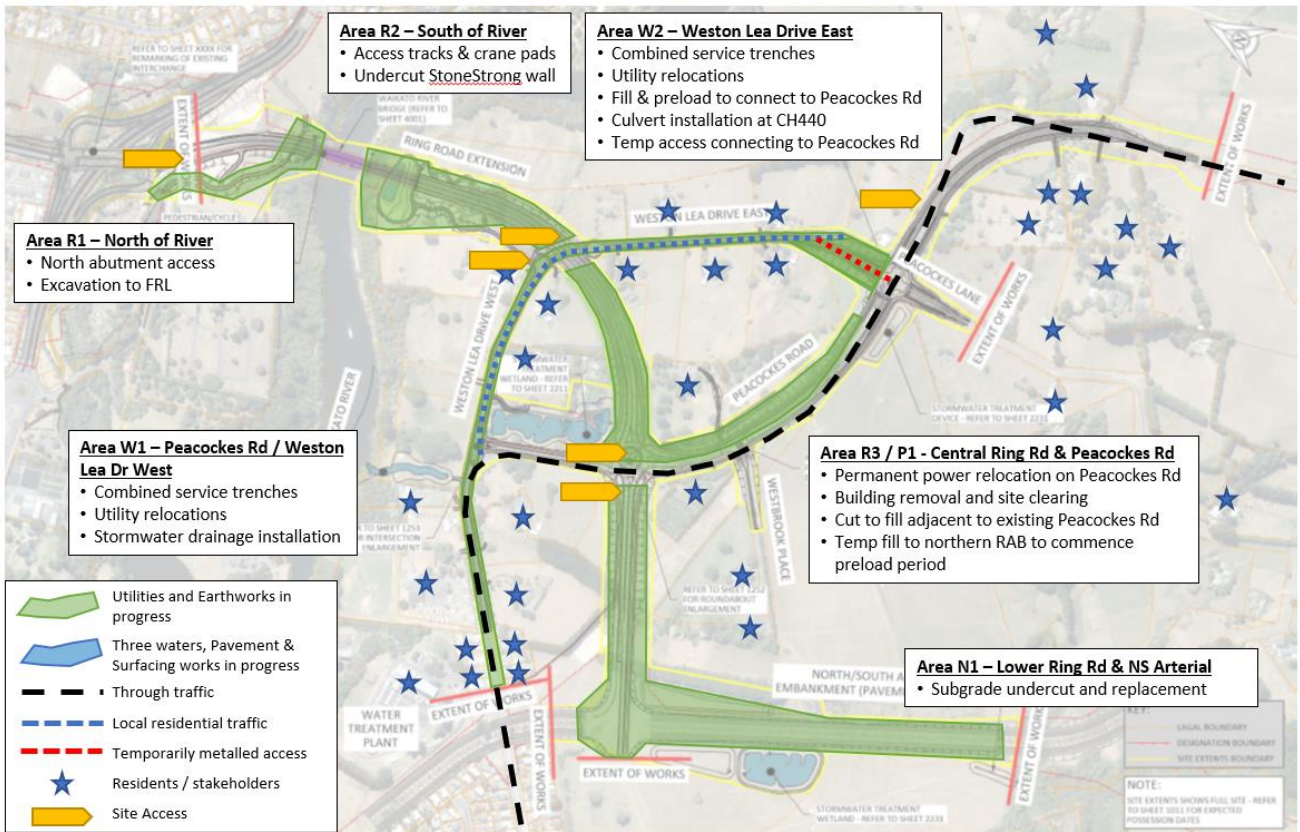
7.2. Complaints Management

All complaints will be managed in accordance with the procedures outlined in Section 10 of the CMP.

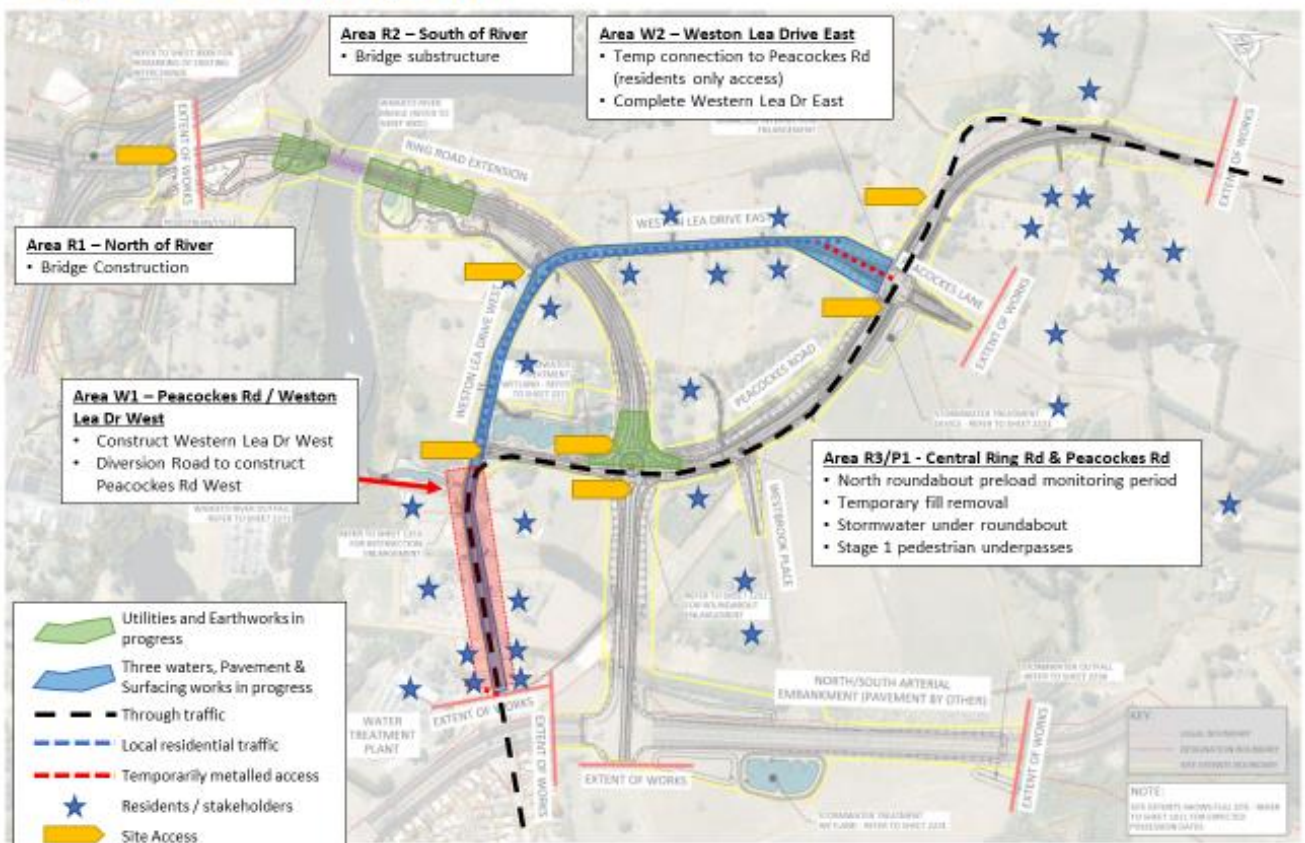
8. APPENDICES

8.1. Appendix 1 Construction staging plans

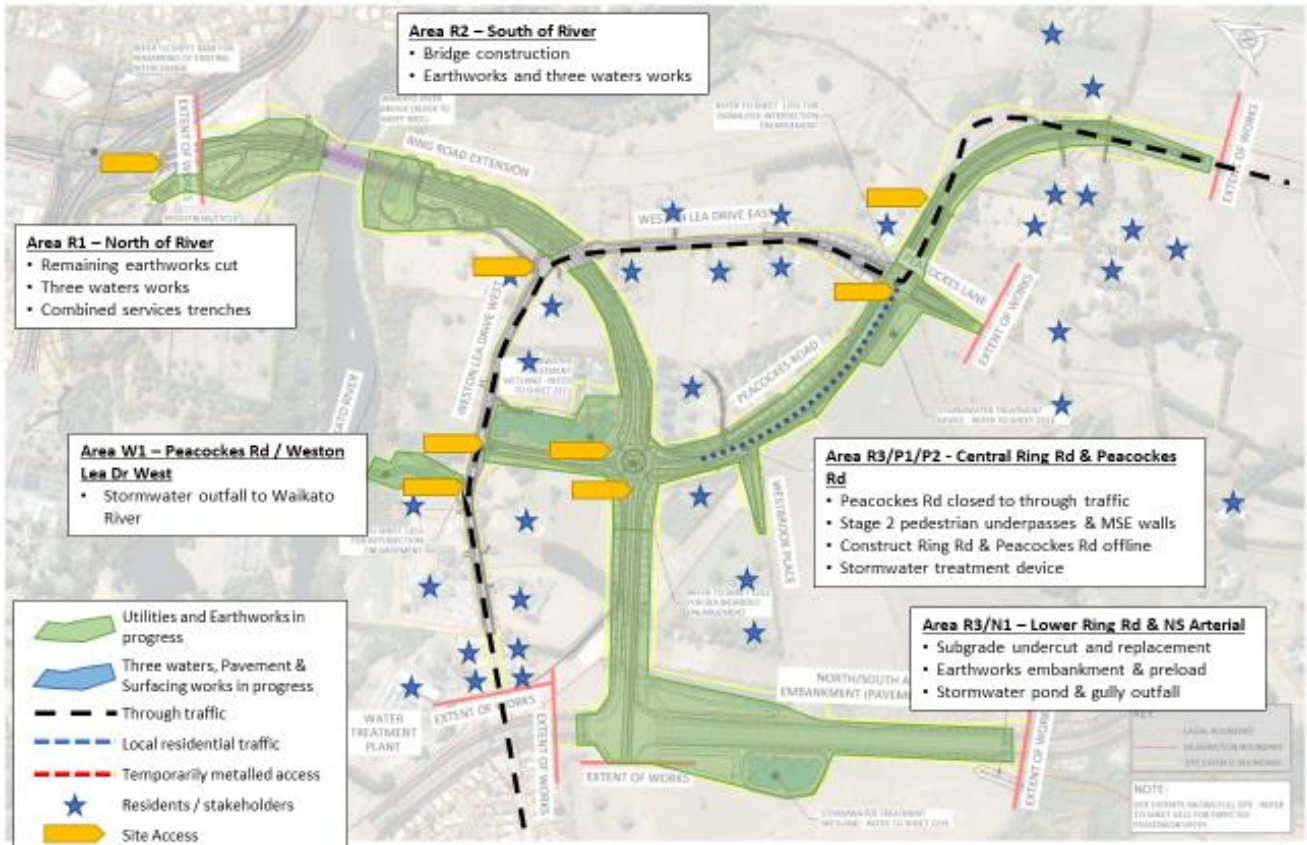
Stage 1 – Oct 2020 to Apr 2021 (Earthworks Season 1)



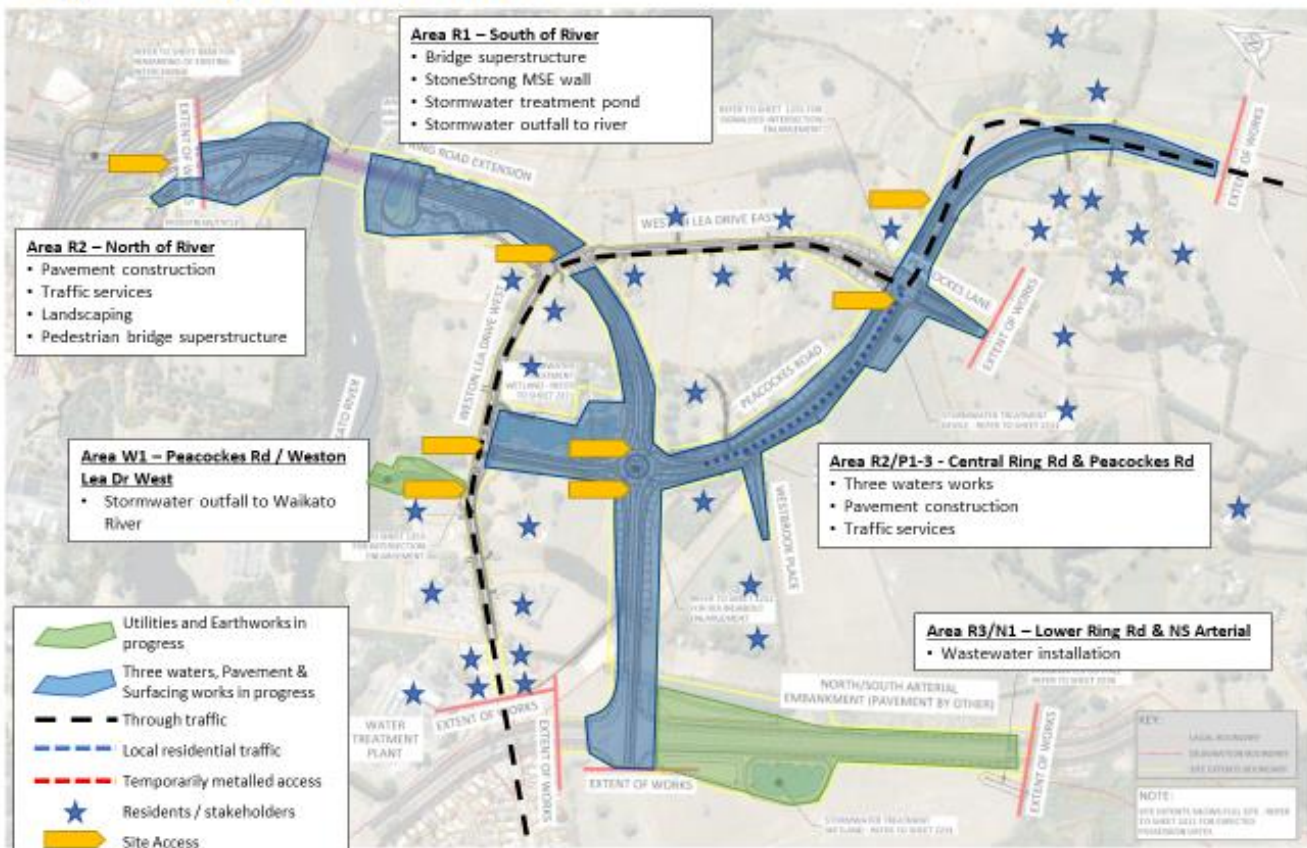
Stage 2 – Oct 2021 to Apr 2021



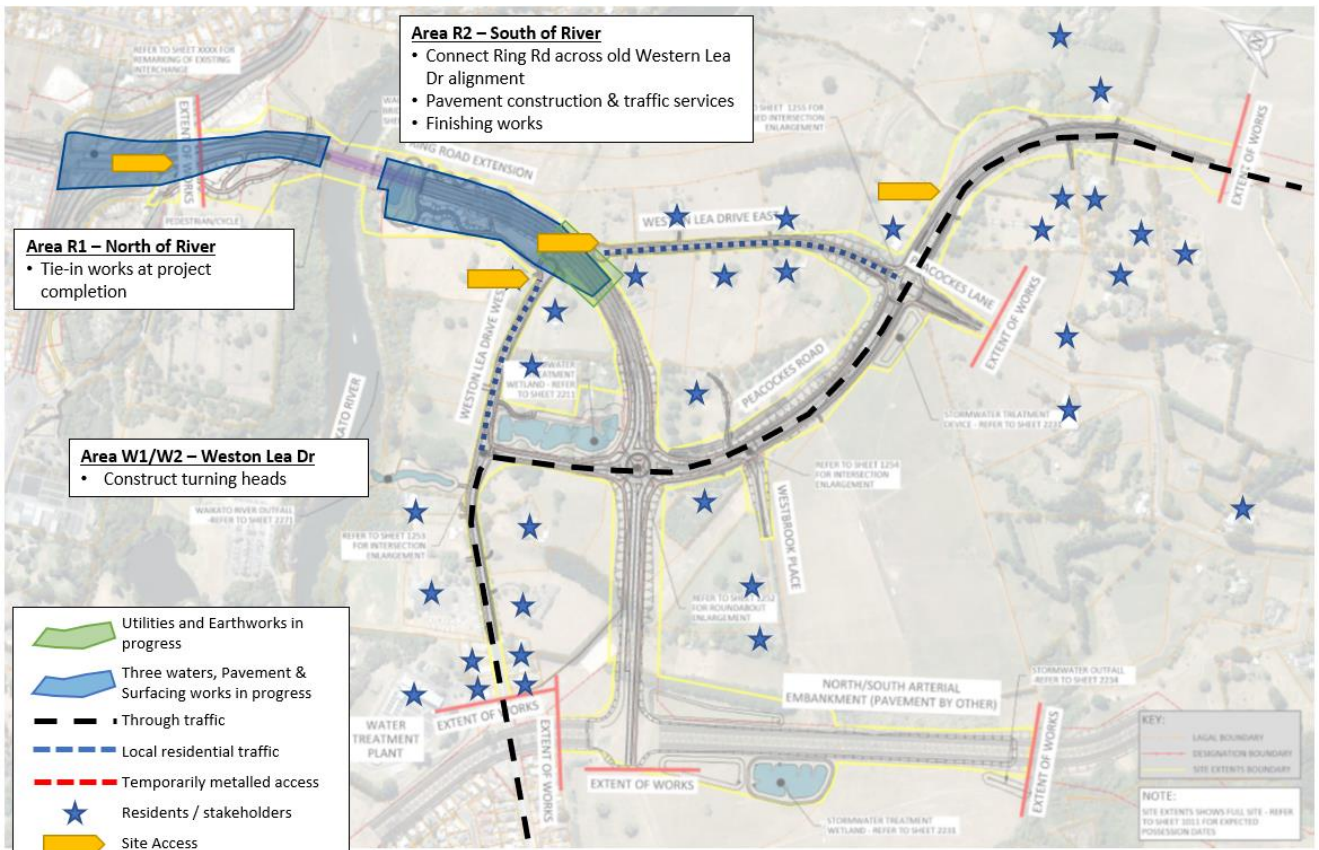
Stage 3 – Nov 2021 to Apr 2022 (Earthworks Season 2 – Post Traffic Diversion)



Stage 4 – May 2022 to Nov 2022



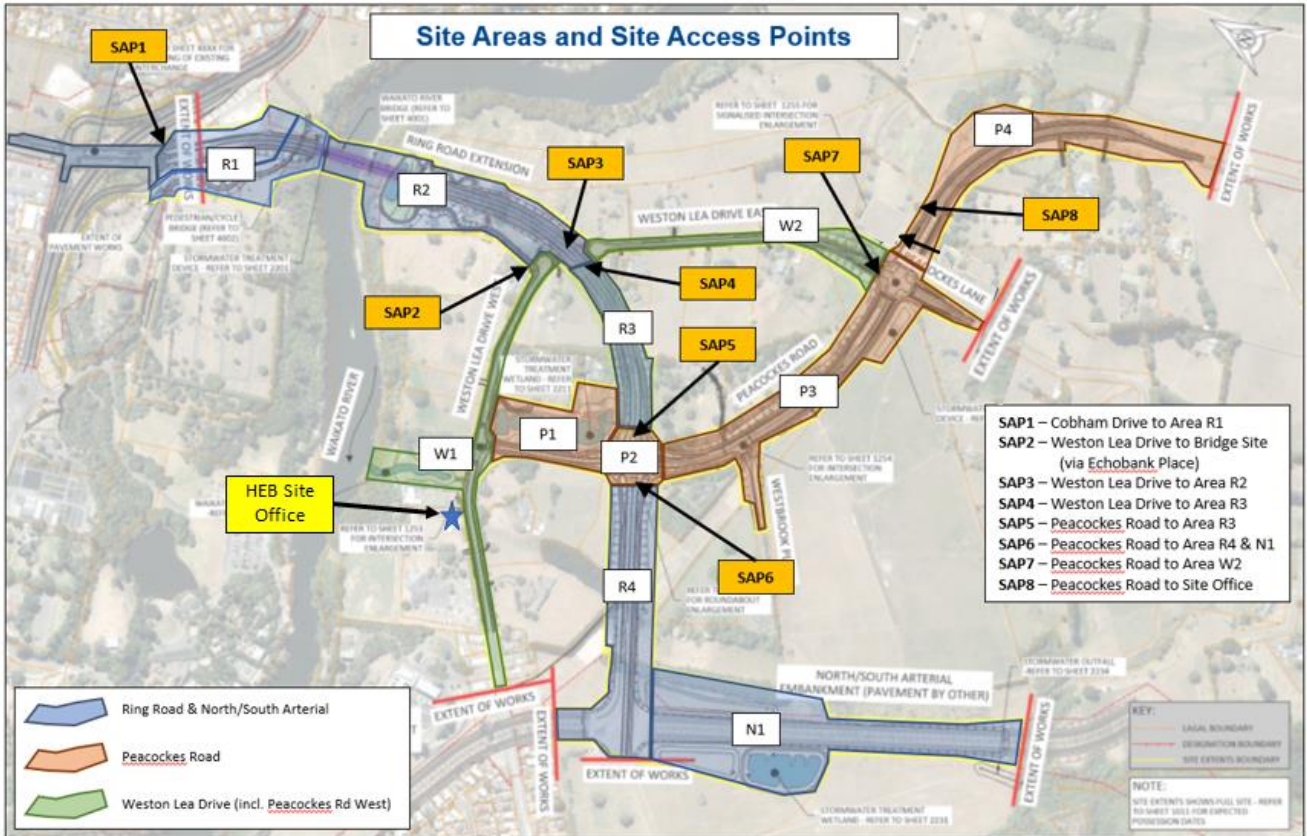
Stage 5 – Nov 2022 to Project Completion





8.2. Not Used.

8.3. Appendix 3 Site access plan



8.4. Appendix 4 Correspondence with Road Controlling Authorities

SKEPPER Gary

From: Management, Traffic - FH Hamilton <Traffic.Management@fultonhogan.com>

Sent: Tuesday, 12 January 2021 4:50 pm

To: SKEPPER Gary

Subject: FW: HEB Contractors on Peacockes Rd

[VIGILANCE]: courriel externe | external e-mail | correo electronico externo.

FYI

From: Management, Traffic - FH Hamilton

Sent: Tuesday, 12 January 2021 4:46 PM

To: 'Tina.Corban@waipadc.govt.nz' <Tina.Corban@waipadc.govt.nz>;

'julia.jackson@infrastructurealliance.co.nz'

<julia.jackson@infrastructurealliance.co.nz>

Cc: 'Trish Anderson' <Trish.Anderson@ghd.com>

Subject: HEB Contractors on Peacockes Rd

Afternoon Ladies,

This email is just to confirm the conversation/s we've had regarding the HEB contract with Peacockes road development .

That being: we as in Fulton Hogan Traffic Management are undertaking the TTM on this contract.

I will communicate with you via email when there may be increased construction traffic that may have some influence on your independent networks,

Whilst there is a small amount of increased flow on the Wairere side of the river it is not enough to have any effect

current flows.

If you have any issues going forward in TTM or traffic flows that are related to the HEBs contract please contact me

(any time)

Regards

Kerry

Kerry Drake ĩ Traffic Management Department Manager ĩ Fulton Hogan Ltd ĩ P O Box 5503, Frankton, Hamilton ĩ

Phone +64 7 848 0725 ĩ Fax +64 7 848 0732 ĩ Mobile +64 027 440 1794 ĩ Web www.fultonhogan.com

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SKEPPER Gary

From: DRAKE, Kerry <Kerry.Drake@fultonhogan.com>

Sent: Monday, 6 September 2021 11:07 am

To: julia.jackson@infrastructurealliance.co.nz; Tina.Corban@waipadc.govt.nz;

ANDERSON, Trish

Subject: Peacockes Rd - Hamilton City Council Contract Ref: HCC 142/2019

[VIGILANCE]: courriel externe | external e-mail | correo electronico externo.

Good Morning Ladies,

This little email is a heads up that the Peacockes Bridge And Strategic Services is about to start up another Summer

season on the Project.

We will keep you informed of any Truck Movement Programmes that will be above the normal that may effective

your different Networks.

As usual, my phone is available if you have any queries or you hear of any issues the has been influenced by the

project.

Regards

KD

Kerry Drake ĩ Traffic Management Department Manager ĩ Fulton Hogan Ltd ĩ P O Box 5503, Frankton, Hamilton ĩ

Phone +64 7 848 0725 ĩ Fax +64 7 848 0732 ĩ Mobile +64 027 440 1794 ĩ Web www.fultonhogan.com

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