

Traffic Management Plan (TMP)				
Organisations	Contractor Men at Work Canterbury Ltd	Principal SUB180 ENTERTAINMENT LIMITED	RCA Christchurch City Council	
TMP Details	TMP ID CCC-T175151	Revision 5.3	TMP Status Accepted	
Worksite	Name TMP-004364 - Rolling Meadows 2025	Reference TMP-004364 - Rolling Meadows 2025	Address 240 Lower Styx Road, Bottle Lake, Christchurch, Canterbury, 8083, NZL	
	Worksite ID CCC-W199124	Worksite Revision 1.2	Worksite Status	

Layouts

Layout - CCC-L1431860

Description	Rolling Meadows 2025 Event	
Date Range	29 Dec 2025 to 01 Jan 2026	
Continuous Deployment	No	
Traffic Control In	07:00	
Site Cleared	19:00	
First Sign In		
Pickup		
Days	Mon, Tue, Wed, Thu	
Impact Category	Warning signs only	
Does this layout need to be advertised?	Yes	
Layout Designer	Daniel Adams 54932	
Lane Closures		
Signage Required		
Traffic Impacts	Parking Removed Temporary Speed Limit Shoulder Closure	
UTMD		

Cannot Affect Road Assets

1. Any TMP deployed without an approved Corridor Access Request (CAR) or Work Access Permit (WAP) will be considered to be working without approval and appropriate steps will be taken from a compliance perspective. Contractors must check an appropriate CAR is in place prior to commencing deployment. It is the responsibility of the client to arrange or have in place any permits required for works that affect road assets. Permits include Corridor Access Request (CAR), Works Access Permit (WAP), Temporary Use of Legal Road, License to Occupy and Construction Zones. For Christchurch City Council assets, Contact the CCC Asset Protection Team – Asset.Protection@ccc.govt.nz For NZ Transport Agency (NZTA) assets contact Southern Link Canterbury – either Phillipa Hunt phillipa.hunt@wsp.com 0212447573 or Robyn Murphy robyn.murphy@wsp.com 027 211 5983.
2. If the works are within the rail corridor (i.e. when on KiwiRail land or within 100m of the rail track approach at a level crossing) contact must be made with the National Permit Office at nationalpermits@kiwirail.co.nz or go to <https://www.kiwirail.co.nz/how-can-we-help/access-the-rail-corridor/permit-to-enter/applying-for-a-permit-to-enter/> for more information. This TMP is not valid when above condition is not met.
3. Where tram lines or overhead conductors are impacted as a result of works or activities on or adjacent to tram tracks (within 2.5m), Contact must be made with the Christchurch tram operator and any required forms submitted for approval / must be accepted by the Christchurch Tramways prior to activities commencing. Should no contact be made with Christchurch Tramways or approval not be granted to impact tram tracks, TMP approval is voided. CHRISTCHURCH TRAMWAY LIMITED Phone: 03 366 7830 Fax: 03 366 6943
4. Where road surface is altered as a result of works i.e. excavation or resurfacing, it is the contractors responsibility to maintain the surface to a safe standard whilst being trafficked by road users.
5. Where parking restrictions are deployed for the sole purpose of parking worker vehicles, not directly involved in work activities in the carriageway, the TMP may be rescinded as deployment of parking restrictions for worker vehicles is not an appropriate use of road space. TMP approvals do not provide dispensation for adherence to vehicle licensing and registration requirements. Vehicles that are not licensed and/or registered will receive infringement notices if observed operating or parking illegally on the road. No parking sleeves are not authorised to be utilised on the CCC network and deployed equipment must meet TCD rule specifications.
6. Where a situation changes onsite once TTM has been deployed, due to unforeseen circumstance, communication must occur as soon as reasonably practicable between all parties but no later than the next business day to the Road Controlling Authority seeking required authorisations (where required) or to effectively communicate on matters of safety.
7. Where a situation changes onsite once TTM has been deployed, due to unforeseen circumstance, communication must occur as soon as reasonably practicable between all parties but no later than the next business day to the Road Controlling Authority seeking required authorisations (where required) or to effectively communicate on matters of safety.

Traffic Management Plan (TMP) General Conditions

8. This is an accepted Traffic Management Plan (TMP) from a CCC, Traffic Management Coordinator. Acceptance is conditional on the requirements below, and to any notes added to the TMP. Failure to comply with any of these requirements may cause the TMP acceptance to be revoked. Traffic Management Plans must be held onsite and be available for review by any Council officer.
9. Collaboration Expected - The client and contractor must collaborate with any other clients/contractors that submit future TMP requests for the same location. CCC expects all parties to work together to advance their projects and notes that compromises and changes to the TMP may be required at times.
10. Temporary Traffic Management (TTM) Principles - The TMP must be deployed in accordance with the principles contained in CoPTTM and/or CCC Local Operating Procedures (LOP), and the CCC Construction Standard Specification (CSS).
11. Network Impacts - Activities on any road must be planned so as to cause as little disruption, delay or inconvenience to road users as practicable without compromising safety. The length, width and duration of any TTM must be restricted to the minimum required for the safe operation of the activity.
12. Real Time Operations Contact - The Real Time Operations team must be contacted prior to and during any work within 50 metres of a set of traffic lights. Refer to CCC Local Operating Procedures for further details. Real Time Operations contact number (03)941-8620 No scaffolding or structures to be installed within a 600mm radius of traffic signal control boxes, poles or lanterns without explicit written permission from the Real Time Operations team prior to works commencing.

13. Recycling and Waste Collections - Where the TTM prevents normal collections from occurring, the contractor must either enable collection vehicle access through their worksite or pre-arrange alternative collection points.
14. Public Notifications - Notifications must be carried out a minimum of 7 calendar days prior to the installation of the accepted TMP. A record must be kept of who, when, and how the notifications were made. Notifications must be tailored to communicate the impacts of the work to affected stakeholders. Where impacted, the stakeholders receiving notifications must include: bus operators, businesses, private residences, schools, hospitals, and emergency service providers. All letter drops must be emailed to : intel.canterbury.district@police.govt.nz , CanterburyDistrict-DLT@fireandemergency.nz , snradmincanterburyfieldoperations@stjohn.org.nz ,
15. Parking Meters - Where metered car parks cannot be used because of work being undertaken, the Client must pay the associated costs for loss of revenue by contacting the CCC Parking Operations Team. email : Parking@ccc.govt.nz Payments must be arranged before the accepted TMP can be installed. Note if a Time Limit car park or loading zone is required to be used as part of the worksite, you may be required to provide a Time Limit car park or Loading Zone in an alternative location for public use. Please note: where parking restrictions are deployed for the sole purpose of parking worker vehicles, not directly involved in work activities in the carriageway, the TMP may be rescinded as deployment of parking restrictions for worker vehicles is not an appropriate use of road space. TMP approvals do not provide dispensation for adherence to vehicle licensing and registration requirements. Vehicles that are not licensed and/or registered will receive infringement notices if observed operating or parking illegally on the road.
16. During the COVID-19 Response this TMP acceptance does not constitute approval to undertake work. Any works undertaken must be in accordance with NZ Government COVID-19 Restrictions.
17. Where complaints are received by CCC as a result of works that are being undertaken, the party that the works are being undertaken for must be the primary responder to complaints received. Parties undertaking the works must deal with enquiries / issues raised by the public as a result of works and inform CCC of actions taken to enable closing out of issues.
18. Where works are undertaken that create noise that impacts stakeholders, CCC acceptance of a TMP does not grant permission to exceed noise levels as set within the Christchurch City District Plan, nor does it grant permission to create excessive noise. Should noise be generated, that exceeds levels as set in the Christchurch District Plan, or works create excessive noise, pursuant to section 326 of the Resource Management Act, the work may need to be abated immediately.
19. Where mid block Road Closures or No Entry sites are experiencing vehicles not observing advanced warning of the closure, positive traffic management measures must be increased to remove the risk of unwanted circulating traffic in close proximity to the closure point. This may require a TMP revision to be submitted.
20. Where Portable Traffic Signals are accepted within a TMP, they must be deployed in accordance with CoPTTM B5 - Vehicle actuated Traffic Signals are required to be utilised unless explicitly approved for an alternate mode use within the TMP.
21. Where parking restrictions are deployed for the sole purpose of parking worker vehicles, not directly involved in work activities in the carriageway, the TMP may be rescinded as deployment of parking restrictions for worker vehicles is not an appropriate use of road space. TMP approvals do not provide dispensation for adherence to vehicle licensing and registration requirements. Vehicles that are not licensed and/or registered will receive infringement notices if observed operating or parking illegally on the road. No parking indicated by plastic sleeves placed over standard cones do not meet TCD rule requirements and are not authorised for usage on the CCC networks.
22. This document approves the usage of traffic control devices, specifically listed within this document, on the CCC Network in accordance with the Land Transport Rule: Traffic Control Devices (TCD) 2004 and Land Transport (Road User) Rule 2004.
23. In the event of unforeseen changes onsite following the deployment of TTM, communication must occur between all relevant parties and the Road Controlling Authority as soon as reasonably practicable, and no later than the next business day, to obtain any necessary authorisations or to address safety-related matters

Programme and Nature of Worksite Changes Conditions

24. When work is completed early, the contractor must update MyWorksites (close the TMP).
25. Where a date extension is required for an existing Worksite or TMP, the contractor must submit a revision to MyWorksites prior to the end date of the original Worksite or TMP.
26. The TMP details contained in MyWorksites must reflect the current site conditions. If the nature of the worksite or TTM impact changes significantly after TMP acceptance, then a revision to the TMP must be submitted via MyWorksites.

27. Further information can be found at: www.myworksites.co.nz or <https://ccc.govt.nz/transport/legal-road/traffic-management-news-and-information>. CCC Traffic management team can be reached by calling the CCC TM Duty Phone 7am-5pm Weekdays (03) 9418842. Outside these hours call the CCC Call centre on (03) 941 8999

Application for traffic management plan extension

A currently accepted traffic management plan is required when applying for an extension.

TMP number:	CCC-T175151
Sought by: (Contractor/Applicant)	Sub 180
TTMP warranted planner drafting extension:	Dan Adams #54932
Client:	Sub 180
Reason for extension:	Added updated TMD with site access/exit at correct location
Location details: (Road name and details)	240 Lower styx Road
Dates of extension request:	29/12/2025 to 01/01/2026
Acceptance conditions:	
Accepted by:	APPROVED By Keith Smith (#68165) on behalf of/CCC Network Only at 10:19 am, Sep 22, 2025
If a road closure extension is proposed to be extended, an updated road closure application form must be filled in and attached.	
Approval is granted on the basis that the TMP is relevant to the work being carried out onsite, at the time of the extension application. Should an extension of Road Space be required, a full revision including updated plans will be required. This approval now forms part of your accepted TMP and is required to be held onsite for inspection. This TMP extension is deemed to be approval to extend all Temporary Speed Restriction in place within this TMP.	

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC



Drawing Number

1.0

CONTRACTOR

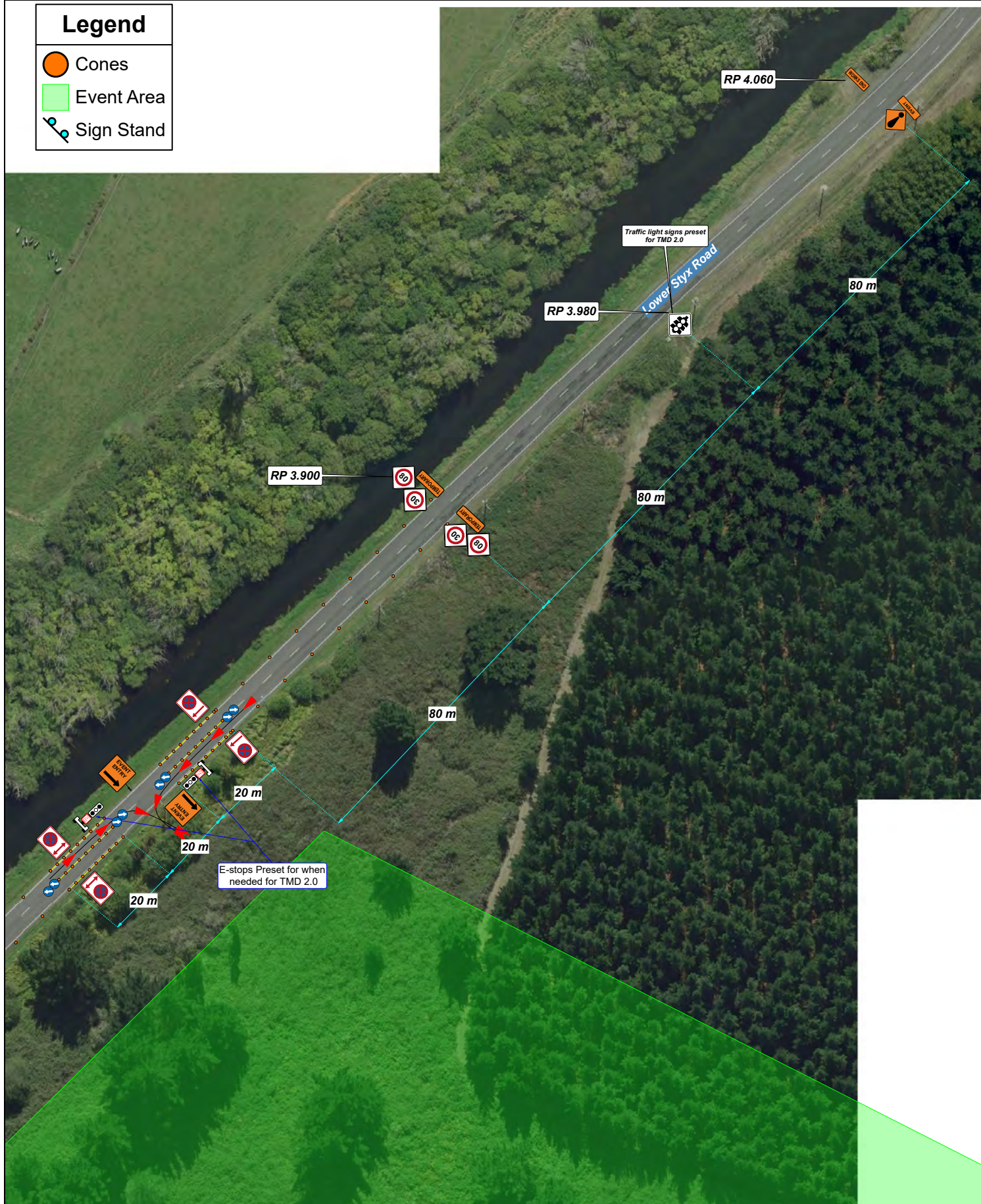
SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC



SCALE 1:1

Drawing Number

1.1

CONTRACTOR

SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMD

TMD MUST BE PRINTED IN A3 AND IN COLOUR



Legend

- Cones
- Event Area
- Sign Stand

TTM CONTRACTOR



Drawing Name:	Rolling Meadows 2025
TTM Set Up:	Event Management
Road Level:	LEVEL L1 - CAT B
Prepared By:	Daniel Adams - 54932 - TTM - STMS CAT ABC



Drawing Number
1.2

CONTRACTOR

SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

TMP 175151 v5.3 Signed for and on behalf of Christchurch City Council by Keith Smith 25 Sep 2025

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC

N



Drawing Number

1.3

CONTRACTOR

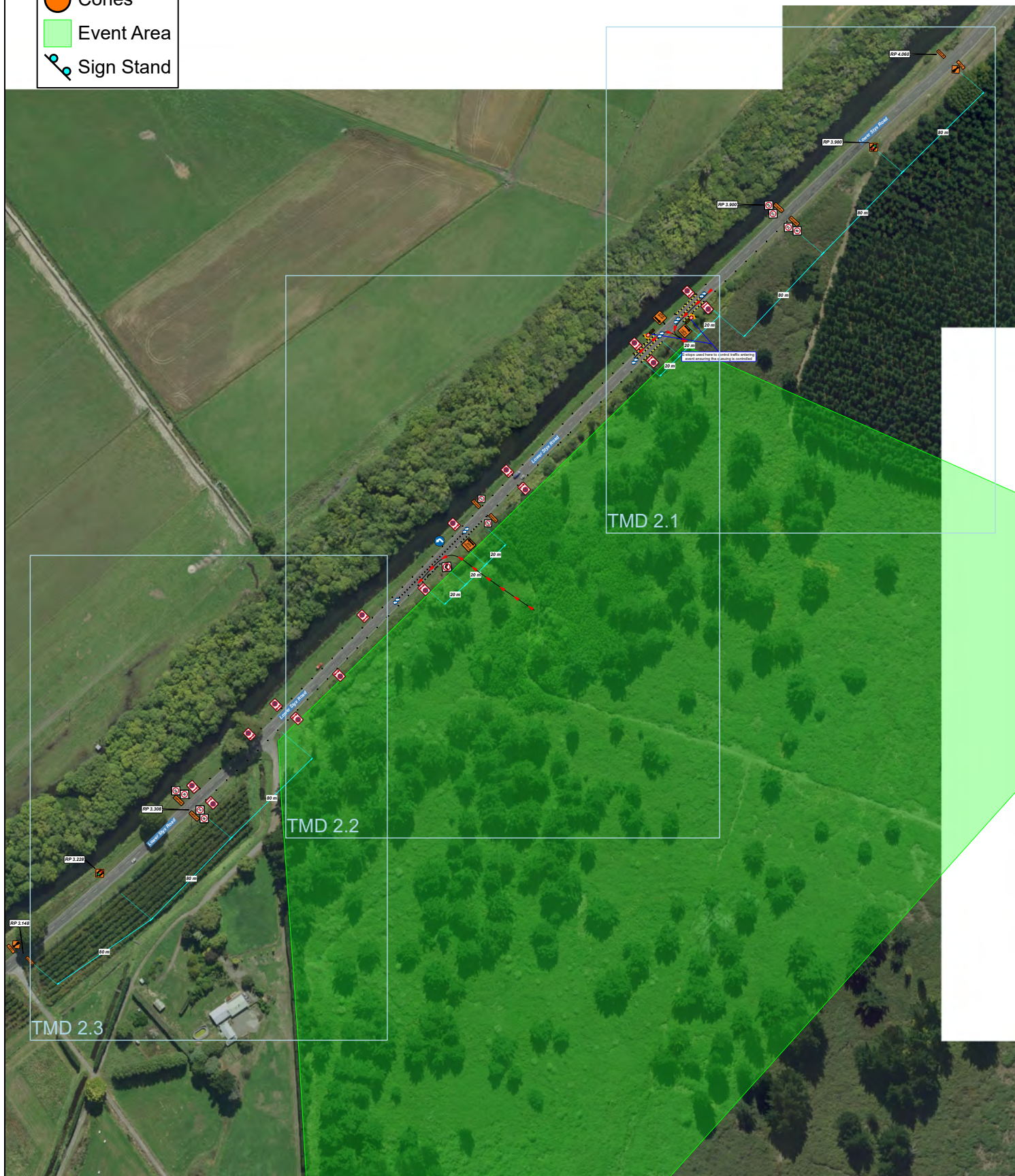
SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



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Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC

N



Drawing Number

2.0

CONTRACTOR

SUB180
Entertainment
Limited

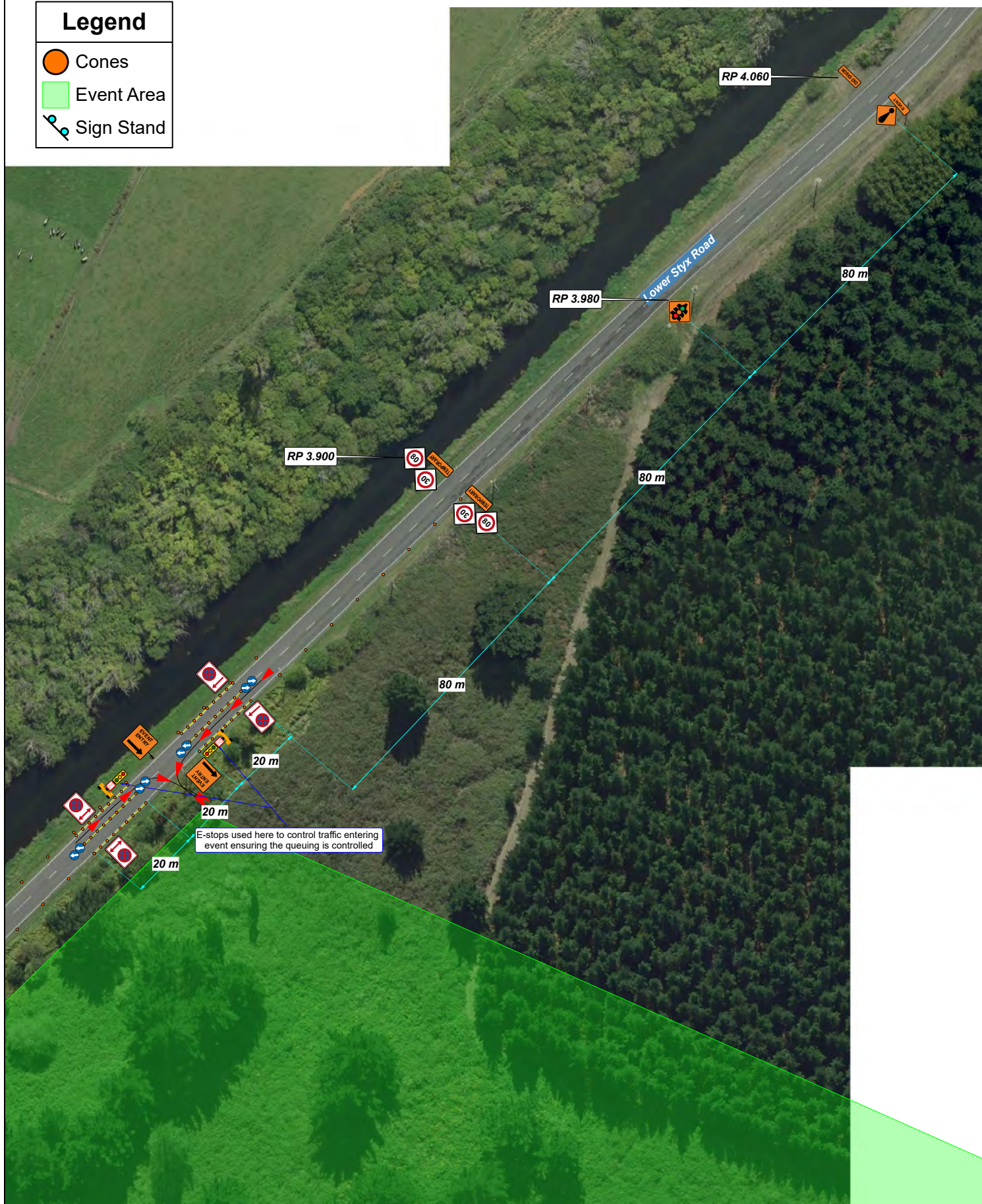
SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

Prepared for and on behalf of: Christchurch City Council by Keith Smith 25 Sep 2025

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC



Drawing Number

2.1

CONTRACTOR

SUB180
Entertainment
Limited

**SIGN SPACINGS AS PER LAYOUT
CHART ATTACHED TO TMP**

**TMD MUST BE PRINTED IN A3
AND IN COLOUR**



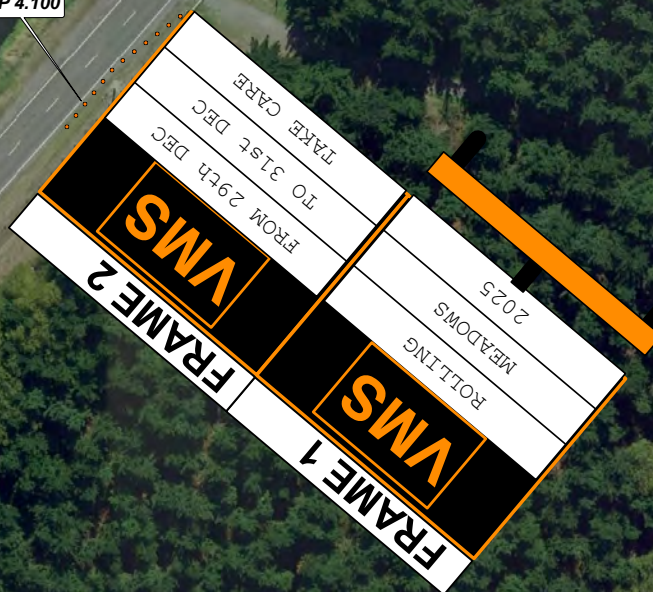
TTM CONTRACTOR  Page 13 / 46	Drawing Name: Rolling Meadows 2025 TTM Set Up: Event Management Road Level: LEVEL L1 - CAT B Prepared By: Daniel Adams - 54932 - TTM - STMS CAT ABC	N  SCALE 1:500	Drawing Number 2.3	CONTRACTOR SUB180 Entertainment Limited TMD 175151 v5.3 Signed for and on behalf of Christchurch City Council by Keith Smith 25 Sep 2025	SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMD TMD MUST BE PRINTED IN A3 AND IN COLOUR
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Legend

 Cones

RP 4.100

Lower Styx Road



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC

N



Drawing Number

3.1

CONTRACTOR

SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

TMP 175151 v5.3 Signed for and on behalf of: Christchurch City Council by Keith Smith 25 Sep 2025

Legend

Cones



TTM CONTRACTOR



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Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC

N



Drawing Number

3.2

CONTRACTOR

SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

TMP 175151 v5.3 Signed for and on behalf of: Christchurch City Council by Keith Smith 25 Sep 2025



TRAFFIC MANAGEMENT
TRAINING & PLANNING

Traffic Management Plan

Location:	240 Lower Styx Road, Bottle Lake
Start Date:	22/12/2025
End Date:	1/01/2026
TMP Ref:	CCC-T175151
MWTP Ref:	TMP-004364

TMP Designed By: Daniel Adams



TRAFFIC MANAGEMENT
TRAINING & PLANNING

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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: TMP-004364	Contractor (Working space): SUB180 Entertainment Limited	Principal (Client): SUB180 Entertainment Limited			
		Contractor (TTM): 	RCA: Christchurch City Council 			
Location details and road characteristics	Road names and suburb		House no./RPs (from and to)	Road level	CAT	Permanent speed
	Lower Styx Road, Bottle Lake		RP 2.622 to RP 4.287	1	B	80
Traffic details (Main route)	AADT – 1300 VPD From CCC-Road-Levels-Booklet-September-2022		Peak flows 7am to 9am 4pm to 6pm Monday to Thursday 3:30pm to 6pm Friday			

Description of work activity

This TMP is for Rolling Meadows 2025
Up to 10,000 visitors are expected over 4 day .

Planned work programme

Start date	22/12/2025	Time	7:00am	End date	1/01/2026	Time	4:00pm
Consider significant stages, for example: - road closures - detours - no activity periods.	Work Hours TMDs 1.0 and 2.0 will be in place from the 29 th December at 7:00am to 1 st January at 4:00pm TMD 1.0 to be used as the general set up when traffic flows are low and Easley managed without any traffic queuing TMD 2.0 to be used when traffic flows increase and queuing outside event area on the carriageway needs to be managed TMD 3.1, 3.2 VMS boards in place 7 days before next and during the event						
	Staging of event days and times 29th of December Only B stage open - 11:00am - 12:00am						
	30th December Main stage - 12:00pm - 1am B stage - 11:00am - 3:00am C stage 1:00pm - 11pm						
	31st December Main stage 12:00pm - 2am B stage - 1:00am - 4am C stage - 11am - 10pm						
	1st January Campers existing and event pack down 10am exiting						
peak access and egress times 29 th 10am - 12pm 30 th - 3pm 31 st - 3pm 1 st - 10am exiting							

Planned work programme

Estimated incoming and outgoing traffic is as follows:

Per 1000 people arriving or exiting the festival this will generate
273 passenger vehicles per trip (based on 3 passengers on average per vehicle based on last previous attendance)
4 buses (carrying 45 guests each)

29th of December incoming traffic:
5000 attendees entering the festival
1500 vehicles
11 buses

29th of December outgoing traffic:
1000 attendees exiting (remainder to remain camping on site)
273 vehicles
4 buses

30th of December incoming traffic:
6,000 attendees entering (4000 camping overnight on the 29th)
1800 vehicles
15 buses
30th of December outgoing traffic:
5,000 attendees exiting (5000 camping overnight on the 29th)
1500 vehicles
15 buses

31st of December incoming traffic:
5,000 attendees entering (5000 camping overnight on the 30th)
1500 vehicles
15 buses
30st of December outgoing traffic:
5,000 attendees exiting (5000 camping overnight on the 31st)
1500 vehicles
15 buses

1st of January outgoing traffic:
5000 attendees exiting (5000 campers remaining exiting on the 1st)
1600 vehicles
10 buses

Alternative dates if activity delayed

➤ no postponement dates for this event

Road aspects affected (delete either Yes or No to show which aspects are affected)

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

Proposed traffic management methods

Installation (includes parking of plant and materials storage)

An STMS with appropriate qualifications for the road category must establish the site.

Pre-Depot Departure

- Before leaving the depot, the STMS is to:
 - Check the TMP is accepted and current
 - Check all TTM vehicles are serviceable and sufficient for the operation
 - Check all equipment (signs and cones) are loaded and secure, and in the correct order for offloading and on the non-traffic side of the work truck.
 - Check applicable mobile operation equipment is in working order (flashing beacons etc)
 - Check all radio and battery-operated equipment charged and working
 - Check all TTM workers have been briefed and are competent for their assigned roles, and
 - Check PPE is worn and in acceptable condition

Site Location

Prior to commencing establishment, the STMS will conduct a site drive over to assess the on-site conditions to ensure that the required plan is appropriate for the intended location. Any minor changes are to be documented (if a major change is required, this TMP will not be valid).

TM Crew Briefing

Before deployment of the worksite, the STMS will determine the TM crew briefing location, in an area that provides good visibility. During the crew briefing, the STMS will

- conduct an onsite risk assessment including traffic count to ensure volumes are appropriate, and
- complete the interim form for checking TMP's prior to installation

Mobile Closure Operation for Static Signage and Delineation

The TMD will be deployed under a mobile operation utilising the applicable vehicles. A communication system with a consistently available channel must be used in each vehicle. In addition, all vehicle signs must be clean, visible and in acceptable condition with all flashing beacons tested prior to use.

The installation will be undertaken by a mobile operation

- *The sign and equipment vehicle to proceed along the left side of the road in one direction as the crew positions the signs from the non traffic side of the vehicle either to the side or in front of the vehicle observing 10m roll ahead.*
 - o Advance warning
 - o Direction and protection and regulatory
 - o End of works
- *The vehicle driver to find a safe turning point or loop will be completed to return in the opposite direction allowing the crew to position the required signage.*
- *Once a Temporary Speed Limit (TSL) has been installed, the STMS must record the time of placement of the first sign and last TSL*
- *The Centre line will then be installed pushing traffic into the shoulder with a blue arrows at the start and end of the center line delineation, another loop as per the above will be completed to return in the opposite direction.*
- *Then install the delineation for the closure including the taper and any directional signs*
- *Upon completion of the installation the STMS will make a drive through of the closure to check all equipment is in place and compliant*
- *Once completed the STMS will instruct the contractor to enter the working space and complete the site toolbox for traffic management*

When installed complete an initial site check of site and record on the 2 hourly site check form to ensure the site is:

- safe
- to the minimum standard shown in the TMP and that:
 - a) the restriction to traffic flow is reasonable
 - b) the signs and delineation devices give clear messages to road users, and
 - c) the signs and delineation devices are securely erected and will remain in their correct position

Complete CoPTTM on site record form.

Proposed traffic management methods	
Attended (day)	SITE SET UP ATTENDED: <i>Event Management will be in place while site is attended See TMD 1.0 and 2.0</i> <i>VMS boards in place as per TMD 3.1 and 3.2</i> TMD 1.0 to be used as the general set up when traffic flows are low and Easley managed without any traffic queuing TMD 2.0 to be used when traffic flows increase and queuing outside event area on the carriageway needs to be managed. - The TMP must be available on-site at all times. EVENT ACCESS METHODOLOGY: - Event access and exit will be provided as detailed in TMD 1.0 and 2.0 - Event access will have E-stop utilization to manage the queuing of traffic passing on Lower Styx Road, ensuring the traffic is not being held while waiting to turn Right into the event in TMD 1.0 STAKEHOLDER MANAGEMENT: Where the site impacts stakeholder accessways, the TTM agent will: - Ensure driveways are not blocked by signs - Ensuring there is clear visibility for vehicles exiting properties. - Security guards to manage event access and exit with support from the STMS CAR park management As vehicles enter the festival site from Lower Styx Road, they will be ushered into either drop off or carpark lanes. These lanes are estimated to hold 85 vehicles in total comprising 6 car park lanes and 2 drop off lanes. Cars that are in the parking lanes will be directed by our carparking team into the carpark rows. Vehicles in the drop off lanes will follow staff to the pickup/drop off zone designated on the site map. Pre-paid buses will depart regularly and wait in the pickup/drop off zone where bus attendants will scan ticket holders' tickets. Once guests have either parked or been dropped off they will follow the pedestrian lane on the South side of the carpark to the ticketing entrance. Spencer Park Gala On January 1st, the last day of the event only attendees being the campers that stayed overnight are leaving in the morning by 10am, on this day another event at Spencer park begins this event does not start until 10am with the Spencer park Gala attendees heading towards spencer park from Marshland Road the opposite direction to Rolling Meadows attendees leaving that will generally be heading towards Marshland Road If needed ESTOP's will be used to stop traffic temporarily to allow Rolling Meadows attendees to exit the event location
Attended (night)	➤ Not required – Work will be completed during the day
Unattended (day)	No Parking cones will be installed up to 24 hours beforehand See TMD: 1.0
Unattended (night)	➤ As Per Unattended Day
Detour route	No detours are required for these works. Does detour route go into another RCA's roading network? No If yes, has confirmation of acceptance been requested from that RCA? Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.
Removal	Prior to Removal The STMS will conduct a site drive over to, - Confirm mobile operation equipment is in working order (flashing beacons etc) - Check all TTM workers have been briefed and are competent for the removal process. Removal - The removal of site will be undertaken by a mobile operation Methodology to remove the worksite: - Clear worksite of all plant, equipment and materials. - All surfaces must be ready to be used. (Road, berm footpath etc.) - Beacons must always be kept on during a mobile operation and visible in all directions.

Proposed traffic management methods

The removal procedure will be completed under the following process:

- *Turn around points/Loops to be done as per installation*
- *Remove the Closure delineation including any directional signs then complete turn around/Loop*
- *Remove the Centerline delineation including any directional signs then complete turn around/Loop*
- *Remove all direction and protection and regulatory signs and uncover any permanent conflicting sign covered at establishment*
- *Note: The advance warning signs must be removed last and in a clockwise direction*
- *Remove end of work signs*
- *The advance warning signs can now be removed in a separate clockwise loop*

On completion of any and all equipment removal the STMS will record the time and road condition on the on-site record. The STMS will then do a final drive through the site before leaving to check the site is safe and all gear is removed.

Proposed TSLs (see TSL decision matrix for guidance)

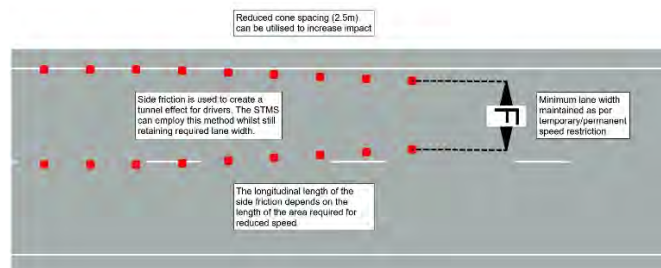
	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Land Transport Rule Section 7 : Setting of Speed Limits 2024 (List speed, length and location)	Times (From and to)	Dates (Start and finish)	Diagram ref. no's (Layout drawings or traffic management diagrams)
Attended (day / night)	A temporary maximum speed limit of 50km/h is hereby fixed for motor vehicles travelling over the length of 522m situated between RP 3.830 and RP 3.308 on Lower Styx Road	8:00am To 5:00pm	22/12/2025 To 1/01/2026	TMD 1.0
Attended (day / night)	A temporary maximum speed limit of 30km/h is hereby fixed for motor vehicles travelling over the length of 522m situated between RP 3.830 and RP 3.308 on Lower Styx Road	8:00am To 5:00pm	22/12/2025 To 1/01/2026	TMD 2.0
Un-attended (day / night)	<i>Not required</i>	<i>Not required</i>	<i>Not required</i>	<i>Not required</i>
TSL duration	Will the TSL be required for longer than twelve 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

The STMS onsite will ensure Positive Traffic Management Measures are in place to control vehicle speeds, increase public awareness and minimize disruption by providing clear and positive guidance.

This can include but not limited to:

- Side friction is used to create a tunnel effect for vehicles travelling past work sites to reduce the speed limit of the travelling vehicles, therefore providing a safer environment for the public and the contractors



- Closer spacing's of delineation devices.

Contingency Plans

Generic contingencies for: major incidents pre-planned detours.	Major Incident A major incident is described as: • Fatality or notifiable injury - real or potential • Significant property damage, or • Emergency services (police, fire, etc.) require access or control of the site.	Actions The STMS must immediately conduct the following: • stop all activity and traffic movement • secure the site to prevent (further) injury or damage • contact the appropriate emergency authorities • render first aid if competent and able to do so • notify the RCA representative and the engineer • under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so • re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so • Comply with any obligation to notify Work Safe.
	Incident An incident is described as: • excessive delays - real or potential • the minor or non-inquiry accident that has the potential to affect traffic flow • Structural failure of the road.	Actions The STMS must immediately conduct the following: • stop all activity and traffic movement if required • secure the site to prevent the prospect of injury or further damage • notify the RCA representative and the engineer • STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so • Re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced.
	Detour If because of the on-site activity it will not be possible to remove or reduce the effects of TTM once it is established a detour route must be designed. This is likely for: • excessive delays when using an alternating flow design for TTM • redirecting one direction of flow and / or • total road closure and redirection of traffic until such time that traffic volumes reduce, and tailbacks have been cleared. The risks in the type of work being undertaken, the risks inherent in the detour, the probable duration of closure and availability and suitability of detour routes need to be considered. The detour and route must be designed including: • pre-approval from the RCA's whose roads will be used or affected by the detour route • ensure that TTM equipment for the detour - signs etc are on site and pre-installed.	Actions When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following: • Notify the RCA and / or the engineer when the detour is to be established • Drive through the detour in both directions to check that it is stable and safe • Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced, and tailbacks have cleared Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed.
	Also note the requirements for no interference at an accident scene: In the event of an accident involving serious harm, the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to: ➢ save a life of, prevent harm to or relieve the suffering of any person, or ➢ make the site safe or to minimise the risk of a further accident; or ➢ maintain the access of the public to an essential service or utility, or ➢ prevent serious damage to or serious loss of property, or ➢ Follow the direction of a constable acting in his or her duties or act with the permission of an inspector.	

Other contingencies to be identified by the applicant (i.e., steel plates to quickly cover excavations)	Passage of Emergency Vehicles	All reasonable steps will be taken immediately to open the site if emergency vehicles need to gain access or use the work site as thoroughfare
	Excessive attendees turn up at once	As vehicles enter the festival site from Lower Styx Road, they will be ushered into either drop off or carpark lanes. These lanes are estimated to hold 85 vehicles in total comprising 6 car park lanes and 2 drop off lanes. Cars that are in the parking lanes will be directed by our carparking team into the carpark rows. Vehicles in the drop off lanes will follow staff to the pickup/drop off zone designated on the site map. Pre-paid buses will depart regularly and wait in the pickup/drop off zone where bus attendants will scan ticket holders' tickets. Once guests have either parked or been dropped off they will follow the pedestrian lane on the South side of the carpark to the ticketing entrance.

Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?	No
	No parking cones will be installed prior to the commencement of works to reserve road space.			
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
	Works do not fall within 50m of traffic signals.			
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
	➤ No road closures are required for these works.			
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	No	Has approval been granted?	No
	No buses will be affected by these works.			
Authorisation to use portable traffic signals	Make, model and description/number	No portable traffic signals are required for this deployment		
	NZTA compliant?	Not Applicable		

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

Delay calculations/trial plan to determine potential extent of delays
Event Management will not cause any major delays in the current traffic network with traffic managed within the car park keeping the road as clear as possible.

Public notification plan	
➤ Adjacent residents will be notified by mailer 7 days prior to works commencing. ➤ VMS boards will be in place during the event	
Public notification plan attached?	No

On-site monitoring plan	
Attended (day)	STMS onsite The onsite CAT B or <i>delegated TMO</i> will be onsite at all times except for when they are conducting their 2 hourly site check. STMS may be away from the worksite to complete the site check STMS handing over to TMO When the STMS is not able to be onsite they can hand the site over to a suitably qualified TMO (P) This must be a formal handover which will include a briefing of the site and documented. Site management system: ➤ <i>When the site is attended the STMS will monitor the site 2 hourly, maintain, and make any minor changes as necessary for the ongoing safety of the site</i> ➤ <i>All site checks and or minor changes to be recorded on the on-site records, or any other company or site documentation as required</i> ➤ <i>Major changes to be approved by TMC</i> ➤ <i>They will monitor the site efficiency, timings of traffic flow through the site and specifically the safety of cyclists and pedestrians passing through the controls</i> ➤ <i>Signs are visible and positioned as per approved plan</i> ➤ <i>Correct and clean equipment is used</i> ➤ <i>High visibility jackets are used by all staff and visitors and are done up and compliant.</i> ➤ <i>The first inspection should take place as soon as the equipment has been installed. This should verify that all devices are correctly in place, no item has been omitted, all equipment meets its cleanliness requirements and no conflicting messages exist between permanent signs. Temporary signs and other devices</i> ➤ <i>Site maintenance will be completed in the manner appropriate for the level of the road and speed limits</i> ➤ <i>Additional inspections during inclement weather and high winds will be done at STMS discretion</i> Following any change to an attended site: A full check of the site will be completed and documented
Unattended (day and/or night)	Unattended ➤ <i>During day light hours of inactivity, the site will be monitored once in a 24hr period, including Saturday/Sunday and public holidays.</i> ➤ <i>Additional inspections during inclement weather and high wind,</i> ➤ <i>Extra site checks may be required if complaints are received, or site checks are showing a consistent requirement for more than one site check</i>
Method for recording daily site TTM activity (e.g., CoPTTM on-site record)	
The attached "On-Site Record" sheet is to be used to record the monitoring of the TTM to ensure the traffic management measures remain fit for purpose, suitable, installed and used correctly. Monitoring will follow the prompts provided on the recording sheet, and if multiple STMS' check this site, each STMS must initial and sign for the respective times. The worksite monitoring including: ➤ the site set-up and removal ➤ 2-hourly monitoring This will be retained with approved TMP for 12 months and is available on request at any time.	
Site safety measures	
First Aid Work vehicles are to carry an adequate supply of first aid equipment. A first aid responder is to be nominated for any medical emergency that may arise onsite.	

Temporary safety barrier system

Will a temporary safety barrier system be used at this worksite?

No

If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?

No

Statement from temporary safety barrier installation designer attached

Not Attached

Other information

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

- Approved TMP
- Photos
- Crash Diagram
- Onsite Record

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

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

Qualified subcontractors will be used from time to time to help with the installation, removal and monitoring of the temporary traffic management set up. Specific STMS details to be recorded on the daily onsite record sheet. The STMS will be responsible for the site while they are present and will carry out the usual STMS activities. The STMS will brief all staff working onsite with regards to the requirements of the TMP and the work area.

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

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

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

Site-specific layout diagram's

Number	Title
TMD 1.0	Event management
TMD 2.0	Event management no rights
TMD 3.1 and 3.2	VMS boards

Generic TMD's including Mobile's

406 V	Mobile Operation – Establishment & Disestablishment of site
406 F	Mobile Operation – Establishment & Disestablishment of site
F4.10	Inspection Activities

Contact details					
Role	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date
Principal	Jamie Moir SUB180 Entertainment Limited jamie@sub180.co.nz				
TMC on behalf of Christchurch City Council	Craig Halkett	027 497 0271	22437	STMS ABC (NP)	02/11/2024
	Daniel Nolan	027 211 8748	28787	STMS ABC (NP)	29/04/2024
	Fiona McCallum	027 250 7709	95664	STMS ABC (NP)	25/10/2025
	Sarah Fitzpatrick	0272319923	71305	STMS AB (P), C NP	16/06/2025
	Simon Hodges	027 497 0125	33727	STMS ABC (NP)	21/06/2025
	Wayne Anisy	027 310 5411	11881	STMS ABC (NP)	29/04/2024
	Teri Lloyd	027 200 7569	22807	STMS ABC (NP)	21/06/2025
	Duty TMC on call from 7:00 am to 5:00 pm, Monday to Friday - (03) 941 8842 CCC - Call Centre (24 hours) - (03) 941 8999				
Engineers' representative	Not required				
Contractor	Jamie Moir SUB180 Entertainment Limited jamie@sub180.co.nz				
STMS	Interim Contact - Brendan Ivory Brendan@menatwork.co.nz Men at work	027 337 6242			
TMO					
Others as required	Any worker employed or sub-contracted to the contractor may use this provided they have the correct STMS qualification for the road(s) they are on.				
	Any others as per onsite record				
	Joanne Harvey (Compliance Officer)	027 213 4131	69331	STMS AB (C NP)	29/04/2024

TMP preparation						
Preparation	Daniel Adams	20/08/2025		54932	STMS A,B,C TTMP-P	30/06/2025
	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
This TMP meets CoPTTM requirements					Number of diagrams attached	
					13	
TMP returned for correction (if required)						
	Name	Date	Signature	ID no.	Qualification	Expiry date
Engineer/TMC to complete following section when approval or acceptance required						
Temporary safety barrier system	Temporary safety barrier system				Not Required	
TMP Approved	APPROVED By Keith Smith (#68165) on behalf of CCC Network Only at 4:07 pm, Aug 20, 2025					
	Name	Date	Signature	ID no.	Qualification	Expiry date
Acceptance by TMC (only required if TMP approved by engineer)						
	Name	Date	Signature	ID no.	Qualification	Expiry date
Qualifier for Engineer or TMC approval						
Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams. This TMP is approved on the following basis: - To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM. - 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 TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system. - The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.						
Notification to TMC prior to occupying worksite/Notification completed						
Type of notification to TMC required		Notification completed	Date			
			Time			

ON-SITE RECORD

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

Today's date

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

Working space

Person responsible for working space		
	<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				

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						

C2.5 Combined level LV and 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		
G	LV roads taper length (m)#	25	30	35	40	45	50		
K	Distance between tapers (m)	40	50	70	80	90	100		
Delineation devices									
Cone spacing in taper (m)		2.5	2.5	5	5	5	5		
Cone spacing: Working space (m)##		5	5	10	10	10	10		
* Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints. + On LV roads the longitudinal and lateral safety zones may be reduced, or eliminated, in order to retain a single lane width. Positive traffic management and an appropriate TSL must be used. # 1. On non-state highways with speeds 50km/h or less, a 10m taper (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses). 2. On all roads where the shoulder width is less than 2.5m and the activity does not affect the live lane, a 10m shoulder taper is permitted (with at least 5 cones at no greater than 2.5m centres). 3. A taper of 30m (with cones at 2.5m centres) must be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed. ## LV roads: double the cone spacing alongside working space (eg 5 = 10, 10 = 20).									
Lane widths (based on permanent speed or TSL if applied)									
Speed (km/h)		30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

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

When on the shoulder:

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

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

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

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC

N



Drawing Number

1.0

CONTRACTOR

SUB180
Entertainment
Limited

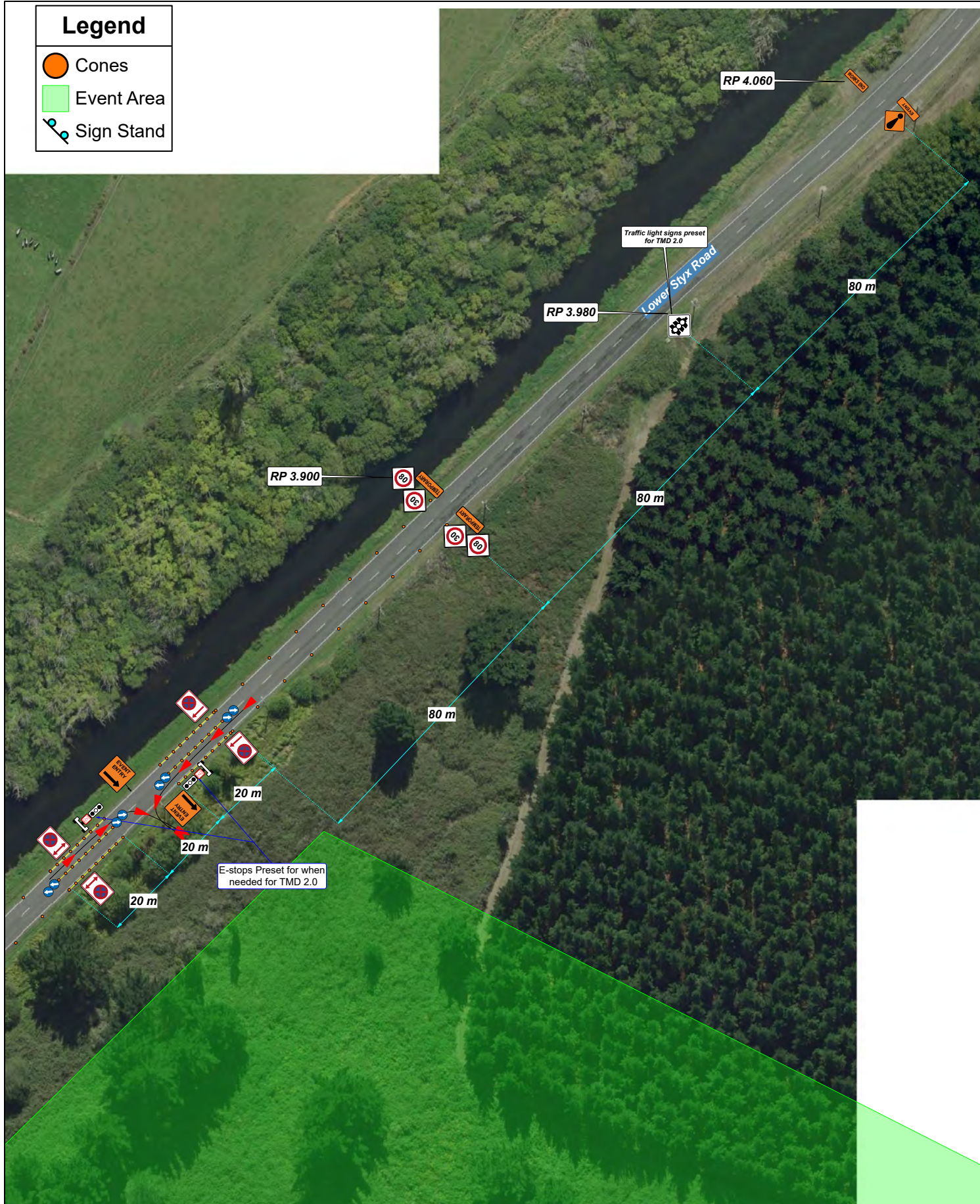
SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

Prepared for and on behalf of: Christchurch City Council by Keith Smith 25 Sep 2025

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC



SCALE 1:1

Drawing Number

1.1

CONTRACTOR

SUB180
Entertainment
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SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



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Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC

N



Drawing Number

1.3

CONTRACTOR

SUB180
Entertainment
Limited

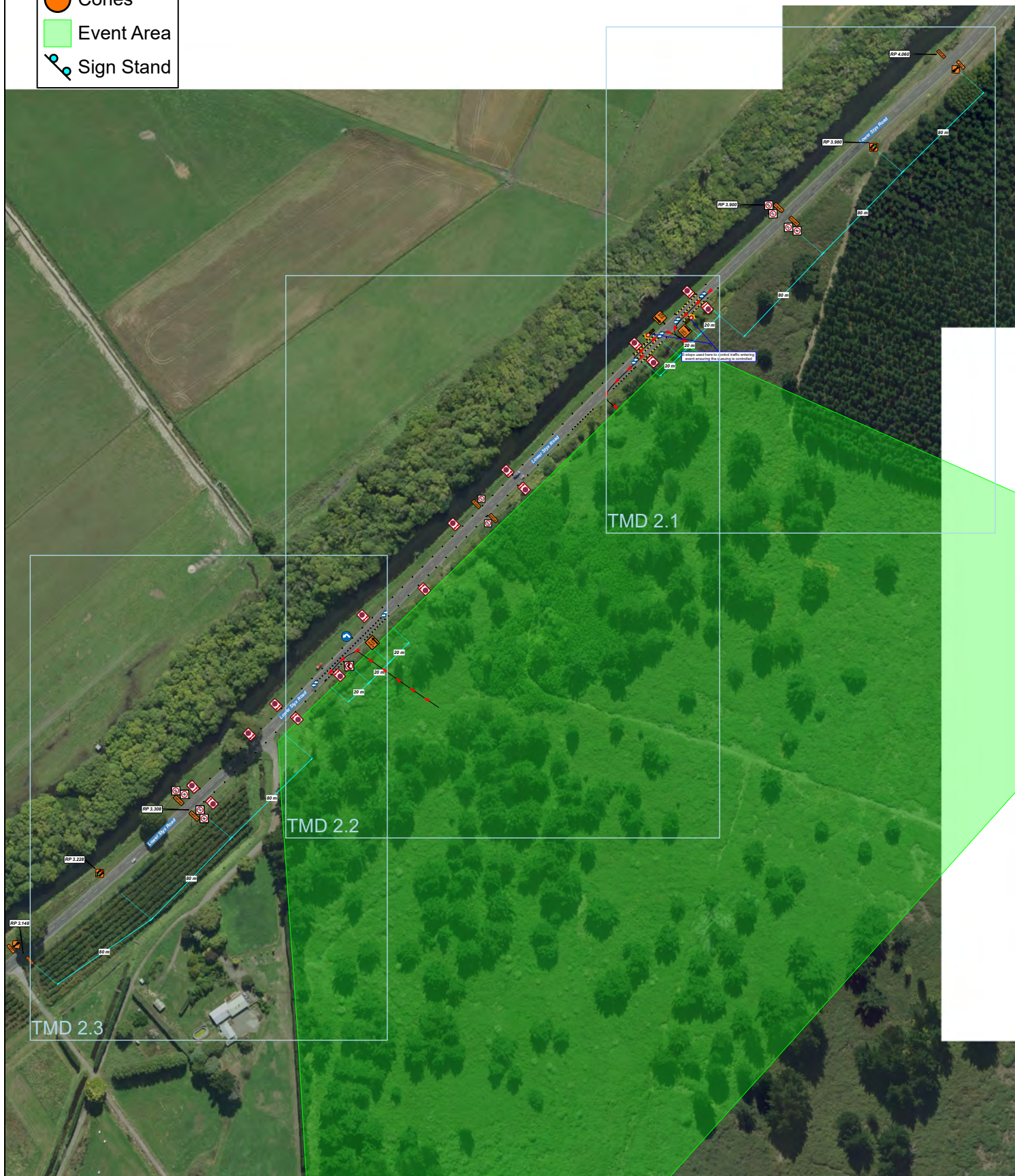
SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

Prepared for and on behalf of: Christchurch City Council by Keith Adams 25 Sep 2025

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC

N



Drawing Number

2.0

CONTRACTOR

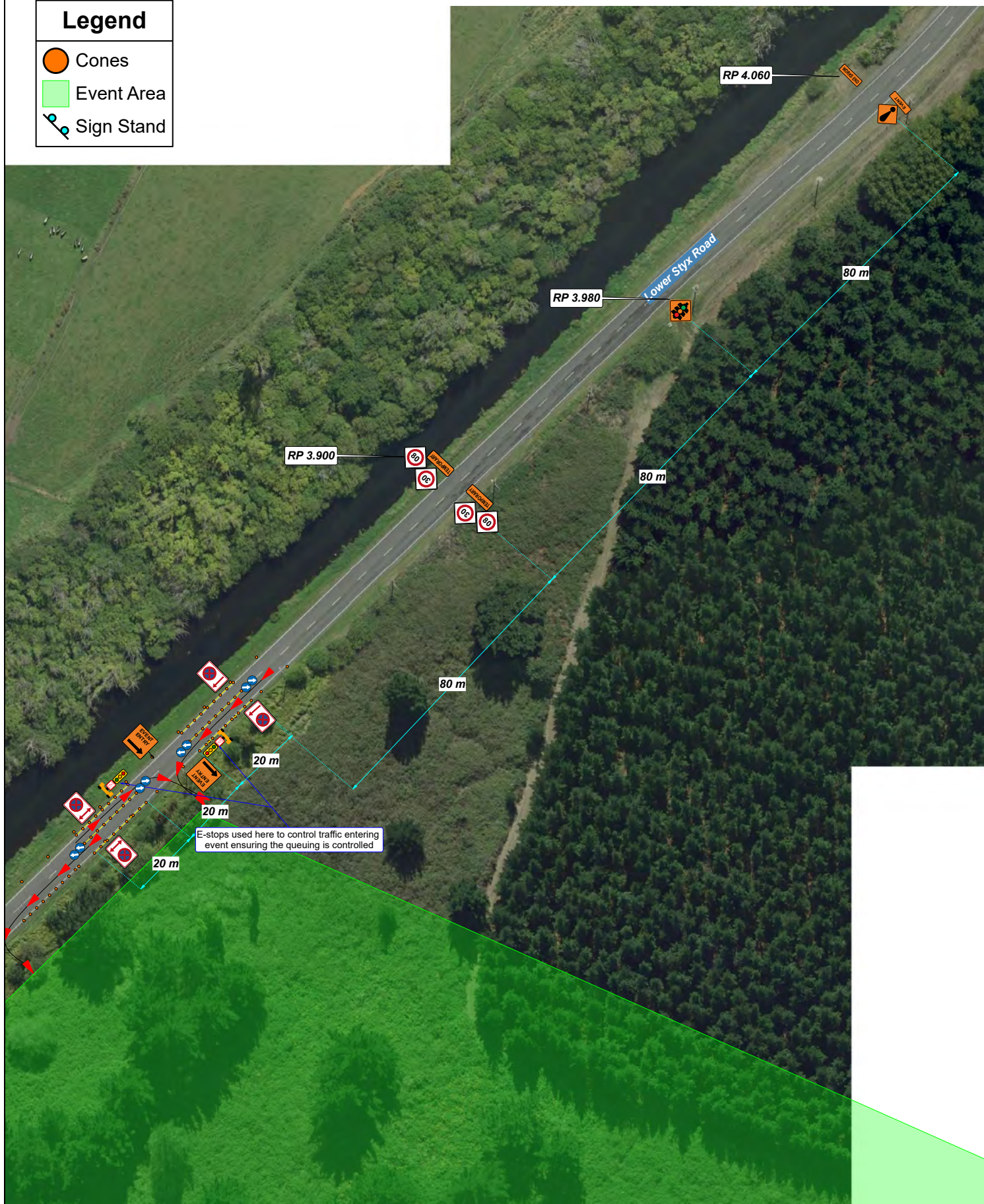
SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC



Drawing Number

2.1

CONTRACTOR

SUB180
Entertainment
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SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR



Legend

- Cones
- Event Area
- Sign Stand

TTM CONTRACTOR



Drawing Name:	Rolling Meadows 2025
TTM Set Up:	Event Management
Road Level:	LEVEL L1 - CAT B
Prepared By:	Daniel Adams - 54932 - TTM - STMS CAT ABC



Drawing Number

2.3

CONTRACTOR

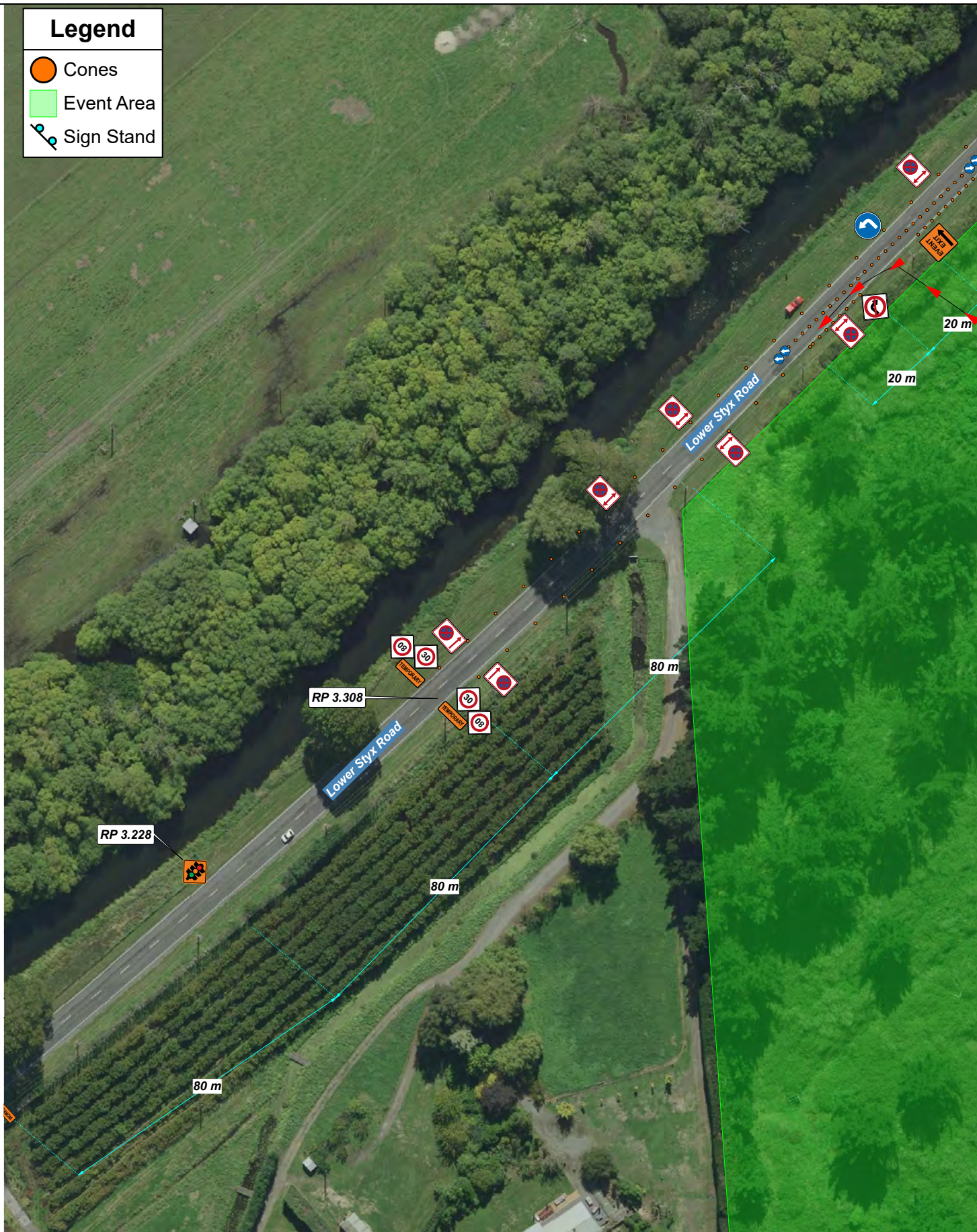
SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMD

TMD MUST BE PRINTED IN A3 AND IN COLOUR

Legend

-  Cones
-  Event Area
-  Sign Stand



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC

N



Drawing Number

2.3

CONTRACTOR

SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMD

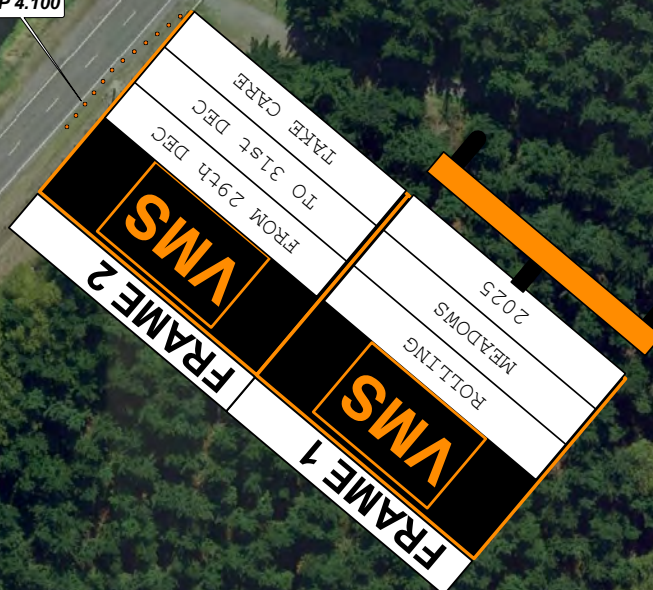
TMD MUST BE PRINTED IN A3 AND IN COLOUR

Legend

Cones

RP 4.100

Lower Styx Road



TTM CONTRACTOR



Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC

N



Drawing Number

3.1

CONTRACTOR

SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMP

TMD MUST BE PRINTED IN A3 AND IN COLOUR

TMP 175151 v5.3 Signed for and on behalf of: Christchurch City Council by Keith Smith 25 Sep 2025

Legend

Cones



TTM CONTRACTOR



Page 43 / 46

Drawing Name:

Rolling Meadows 2025

TTM Set Up:

Event Management

Road Level:

LEVEL L1 - CAT B

Prepared By:

Daniel Adams - 54932 - TTM - STMS CAT ABC

N



Drawing Number

3.2

CONTRACTOR

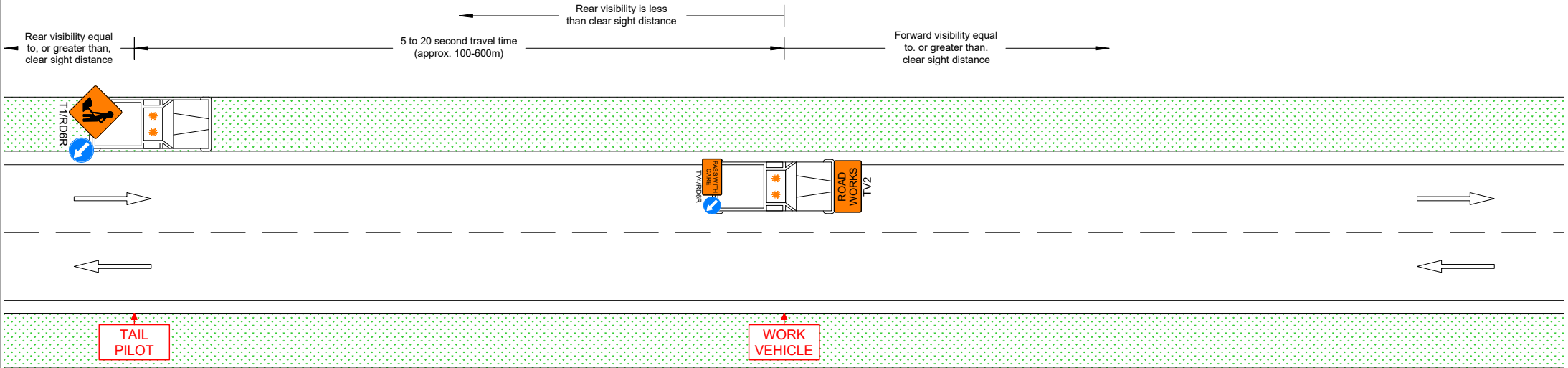
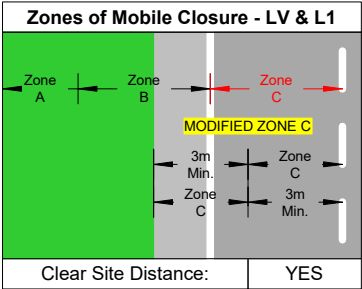
SUB180
Entertainment
Limited

SIGN SPACINGS AS PER LAYOUT CHART ATTACHED TO TMD

TMD MUST BE PRINTED IN A3 AND IN COLOUR

TMP 175151 v5.3 Signed for and on behalf of: Christchurch City Council by Keith Smith 25 Sep 2025

Methodology:	MOBILE CLOSURE	ROAD LEVEL: LV & L1
Detail:	VEHICLE OPERATION	
Restrictions:		SPEED LIMIT: OVER 65KPH



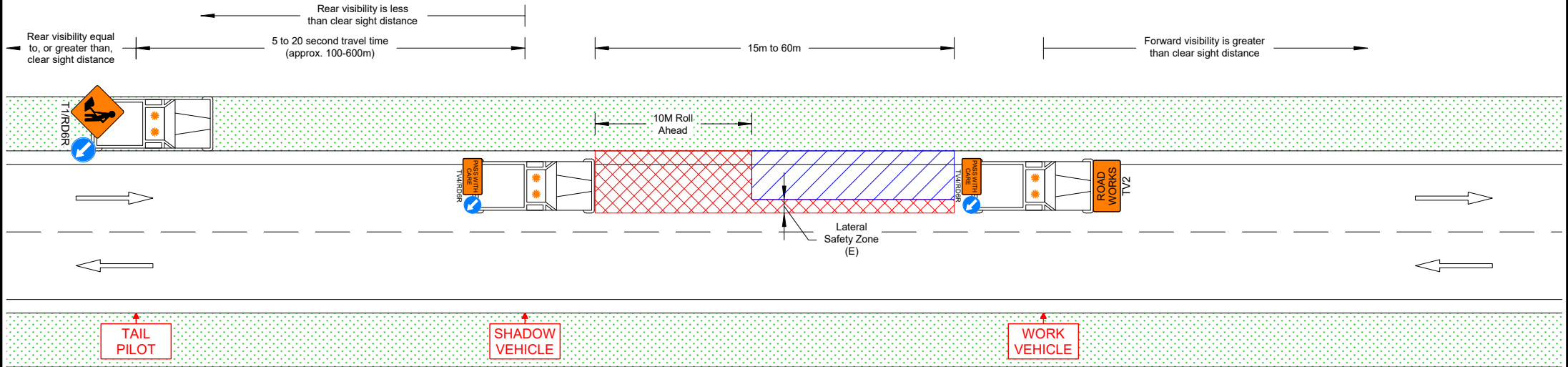
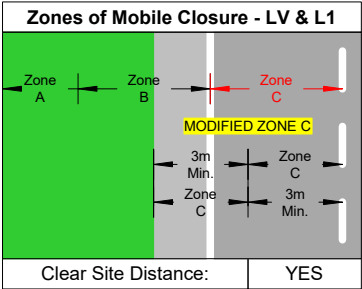
Notes:

– Tail pilot is a representation only, if required as per CoPTTM, appropriate supplementary plate must be used.

Clear Sight Distance (CSD) LV & L1	
Under 55kph	Over 55kph
75m	3x posted speed limit e.g. 60kph = 180m

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
406V	Page 44 / 46	Version: 1	TWO WAY TWO LANE	MOBILE OPERATION	
		Submitted By: Daniel Adams #54932 STMS ABC & TTMP - P			

Methodology:	MOBILE CLOSURE	ROAD LEVEL: LV & L1
Detail:	ON FOOT OPERATION	
Restrictions:		SPEED LIMIT: OVER 65KPH



Notes:

– Tail pilot is a representation only, if required as per CoPTTM, appropriate supplementary plate must be used.

Clear Sight Distance (CSD) LV & L1	
Under 55kph	Over 55kph
75m	3x posted speed limit e.g. 60kph = 180m

INSPECTION ACTIVITIES AND NON-INVASIVE WORKS

On shoulder and on the live lane

This TMD may also be applied on level LV roads

F4.10

Level 1

Notes

1. Inspectors must move from live lanes to avoid traffic. They must not expect traffic to drive slowly or drive around them
2. On level LV and level 1 roads, a person completing an inspection or non-invasive works cannot be on a live lane for more than 5 minutes
3. Unless otherwise approved by the RCA, all inspections on the live lane of level 1 roads require a spotter. The RCA may provide a list of roads, times and/or activities suitable for inspection by a single inspector
4. There must be CSD to the inspector when on the live lane. If this cannot be achieved, a spotter must be placed in a position where CSD can be attained and verbal instructions be given to the inspector. If this is not possible, a static or mobile operation is required.
5. A spotter is not required for inspections and non-invasive works on level LV roads or working off the live lane of a level 1 road
6. Where an unaccompanied inspector is not able to maintain adequate attention (eg due to work tasks or poor visibility), a spotter will be required or another type of traffic management operation used
7. For inspection activities that are carried out by a TC on level LV and level 1 roads the STMS must be immediately contactable but does not have to be within 30 minutes travel time of the worksite
8. An unaccompanied inspector may walk across a level LV or level 1 road
9. A vehicle is not required on a level LV or level 1 road with a permanent speed of less than 65km/h if the inspector remains on a footpath
10. On roads with a permanent speed of less than 65km/h an amber flashing beacon is not required on the vehicle if the inspector or non-invasive works is on an unsealed shoulder (or further away from the carriageway - including a footpath)

Spotter required
when inspector on
the live lane of a
level 1 road (*unless
RCA has selected the
road as suitable for
'single inspector'
inspections*)

