

19 March 2025

File Ref: OIAPR-1274023063-36031

By email: [REDACTED]

Tēnā koe [REDACTED]

Request for information 2025-037

I refer to your request for information made to Wellington City Council on 21 January 2025, which was transferred to and received by Greater Wellington Regional Council (Greater Wellington) on 19 February 2025. You have requested the following:

“I would like all applications and decision documents relating to the closure of bus stop 5496 on Thorndon Quay - this request also includes the decision to extend closure. I would like any correspondence via email regarding this issue.”

Greater Wellington’s response follows:

The bus stop on Thorndon Quay opposite Davis Street (Bus Stop Number 5496) was originally closed from 7 February 2024. This closure was required for several reasons including civil work that had commenced on Thorndon Quay for the implementation of the new cycleway and bus lane improvements. Additionally, the work locations were within close vicinity to remediation work that was being carried out at the apartment building opposite the Vehicle Testing Station.

Due to the scale of the work programme, and the required traffic management in the area, this bus stop was required to be closed for a relatively long period of time.

As the civil works on Thorndon Quay progressed, and the corresponding outbound and inbound bus stop pair (5494 and 5022) on Thorndon Quay at Bordeaux Bakery were removed, Metlink reinstated the bus stop opposite Davis Street into our system to provide a service alert to inform users of the bus stop closure.

As the civil construction progressed towards the Davis Street intersection, Metlink was advised that there were some construction delays which would impact timeframes of some work including the work for the Davis Street stops. This was mainly due to redesign work required following the change to the raised crossing on the northern end of Thorndon Quay. There was

a discussion around the potential opening of the Southbound Davis Street bus stop at that time between Metlink and the civils contractor; however it was agreed that the reopening would only be temporary, and the stop would close again when the work reached the Davis Street intersection. Opening a bus stop for a short period of time and then closing it again would only create confusion for Metlink customers and Metlink bus drivers.

We are aware that this closure is an inconvenience to customers, however we believed this was the best approach at that time.

The above decisions and discussions on this location were done verbally between the Metlink operations team, the Downer civils contractor and Wellington City Council. Greater Wellington does not hold copies of any documentation confirming these final decisions, and we have no reason to suspect that Wellington City Council would hold any documents on this matter either. Therefore, your request for these documents is refused under section 17(g)(i) of the Local Government Official Information and Meetings Act 1987, wherein “the information requested is not held by the local authority and the person dealing with the request has no grounds for believing that the information is held by another local authority or a department or Minister of the Crown or organisation”.

In a show of good faith and transparency, please refer to **Attachment 1** for a copy of the initial traffic management plan between Greater Wellington and Downer that resulted in the closure of the bus stop, noting that the planned works have changed since the creation of this document for the reasonings given above.

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Please note that it is our policy to proactively release our responses to official information requests where appropriate. Our response to your request will be published shortly on Greater Wellington’s website with your personal information removed.

Nāku iti noa, nā



Samantha Gain

Kaiwhakahaere Matua Waka-ā-atea | Group Manager Metlink

Downer

Relationships creating success

**TRAFFIC MANAGEMENT PLANS
POT HOLING FOR SERVICES**

Thorndon Quay Pipitea

TMP # PXJ-20690

APPROVED

CAR R955904
Rhys McBreen
STMS Number 82408
Wellington City Council






06 September 2023

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: PXJ-20690	Contractor (Working Space): Downer NZ	Principal (Client): Let's Get Wellington Moving
		Contractor (TTM): Downer NZ	RCA: Absolutely Positively Wellington City Council

Road Name	Suburb	AADT	House No./RP	Level/Cat.	Permanent Speed
Thorndon Quay	Pipitea	9824 12.5%H	0.000 To 1.339	1 A	  
Bunny Street		8094 4% H	0.050 To Featherston St		
Stout Street		2876 4%H	0.215 To Bunny St		
Featherston St		13137 9%H	Thorndon Quay To 0.250		
Mulgrave Street		7274 7%H	0.105 To Featherston St		
Kate Sheppard PL		771 6%H	0.158 To Mulgrave St		
Aitken St		2383 4%H	0.015 To Mulgrave St		
Davis Street		2400 5%H	0.025 to Thorndon Quay		
Moore Street		550 5.2%H	Full Length		
Tinakori Rd		9169 7%H	0.000 To 0.035		
Hutt Rd		18270 7.5%H	0.000 To 0.615		

Traffic details	Peak Flows: Level 1: 0600 – 0700 and 1700 – 1800 on non-public holidays and weekdays
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Description of work activity

Potholing to identify services at 26 locations as indicated on attached TMD's in preparation for re-configuration of Thorndon Quay – Featherston St.

Vehicles on site:

Hydrovac

Utes x 2

Small Truck x 1

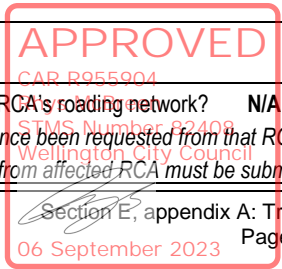
TTM Vehicles.

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Planned work programme							
Start date	18/09/2023	Time	1900 hrs	End date	21/10/2023	Time	0530 hrs
Consider significant stages	<ul style="list-style-type: none"> • First Sign In: 1900; • Traffic Control In: 2000 • Works Active 2015 - 0430 • Pick Up Time: 0445 • Site Cleared: 0530 • Work is expected to be completed in 12 Nights within the work window - Nights – Monday - Saturday mornings. <p>Based on acoustic assessment it is not permitted to work Sunday nights. There is reliance on a 5 night/week working window to meet programme.</p>						
Alternative dates if activity delayed	No alternative dates (outside the planned dates above) required as contingency has been allowed for weather.						
Road aspects affected							
Pedestrians affected?	No	Property access affected?	Yes	Traffic lanes affected?	Yes		
Cyclists affected?	Yes	Restricted parking affected?	Yes	Delays or queuing likely?	No		
Proposed traffic management methods							
Installation	<p>Preliminary procedures - the STMS will carry out the following:</p> <ol style="list-style-type: none"> 1. A site safety briefing/toolbox, 2. Identify that TTM requirements as outlined in this TMP are fit for purpose for the site (a site specific STMS risk assessment); and 3. Undertake a check of all equipment. <p>Installation will be via a mobile operation with the following methodology:</p> <ol style="list-style-type: none"> 1. A site drive through will be conducted first to confirm layout, conditions and environment are all appropriate for works to proceed. 2. Starting with the advanced warning sign, signage will be installed on the left, progressively in a 'loop' fashion around the site area using the mobile layout attached on PXX-02.4 3. Once ALL road side signage for the site is installed, delineation installation may commence as per the below descriptions for: <p>L1 Shoulder Closures / Lane Diversions</p> <ol style="list-style-type: none"> a. Using the mobile layout shown in PXX-02.4, workers may operate from the back of the work vehicle to deploy left side threshold cones when needed from the right of the work vehicle with Shadow Vehicle Protection b. Continuing to use the same mobile layout the workers will deploy the centre-line cones when needed from the right of the work vehicle with Shadow Vehicle Protection c. Alternately delineation may be installed by way of Inspection Activity from the kerb operating from the non-traffic side of the TTM vehicle. d. Once all delineation is installed and prior to personnel, vehicle, plant and machinery populating the worksite, a drive through check must be performed by the STMS to ensure the site has been set up as per the selected TMDs, this should include the checking of worksite layout distances. e. Work vehicles will then be able to access the site and commence the activity. 						
Attended (day)	There are no unattended day works planned						
Attended (night)	There are no attended night works planned						
Unattended (day)	There are no unattended day works planned						
Unattended (night)							
Detour route	<p>No detour route required</p> <p>Does detour route go into another RCA's roading network? N/A</p> <p>If Yes, has confirmation of acceptance been requested from that RCA? N/A</p> <p>Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</p>						



Removal	<p>Pre-removal procedures:</p> <ol style="list-style-type: none"> 1. Identify any site-specific issues to be addressed regarding disestablishment of the site, document them and make notes on the TMP if required. 2. Confirm that the closure area/working space has been safely cleared of all non TTM personnel and equipment. <p>Work site delineation will be removed first as per the below description:</p> <p>L1 Shoulder Closures / Lane Diversions</p> <p>Removal of the signage will be via a mobile operation with the following methodology:</p> <ol style="list-style-type: none"> 1. Once all work activity is clear, and delineation is removed from any lanes, the direction protection signs can be removed first (leaving the advanced warning signs in each direction in place) using the mobile operation shown in PXX-02.4 2. Once all direction and protection signs are removed, the advanced warning sign/s can be removed on the final 'loop' (which doubles as the final site check) using the same mobile operation as above. <p>Post-removal procedures</p> <ul style="list-style-type: none"> • STMS completes full site check prior to departing to ensure no TTM equipment is left behind
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Proposed TSLs (see TSL decision matrix for guidance)				
	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 7 of Land Transport Rule: Setting of Speed Limits 2022	Times (From and to)	Dates (Start and finish)	Diagram ref. no.s (Layout drawings or traffic management diagrams)
Attended	No TSL's Required	1900 hrs To 0530 hrs	18/09/2023 To 21/10/2023	PXJ-20960 Sheets 1-16
Unattended	No unattended TSL required			
TSL duration	Will the TSL be required for longer than twelve months? <i>If yes, attach the completed checklist from section 1-18: Guidance of TMP Monitoring Processes for TSLs to this TMP</i>			No

Positive traffic management measures	
Positive TTM measures incorporated into the design of this TMP	
This TMP utilizes narrowed lane widths to generate side friction as a passive measure to help manage vehicle speeds through the work site	
Positive TTM measures as options for the STMS to implement on site if TSL compliance is causing concerns	
<p>The STMS may offset their delineation to again, create the perception of speed for drivers. Offsetting of cones is where cones are placed either side of a lane(s), the cones on one side are placed longitudinally offset from the other by half a cone spacing</p>	

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Contingency plans

Generic contingencies for:

- major incidents
- incidents
- pre planned detours.

Remove any options which do not apply to your job

Other contingencies identified by the applicant

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 / or the engineer
- under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so
- re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so.
- Comply with any obligation to notify WorkSafe

Incident

An incident is described as:

- excessive delays - real or potential
- 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 / or the engineer
- STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so
- re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced.

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.

Note also 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 further accident; or
- maintain the access of the general public to an essential service or utility, or
- prevent serious damage to or serious loss of property, or
- follow the direction of a constable acting in his or her duties or act with the permission of an inspector,

Weather

Sustained bad weather resulting in reduced visibility (less than clear sight distance of 75m) will result firstly the STMS, implementing one or more of the below options:

- Halving the cone spacing alongside the worksite decreased (additional delineation)
- Adding additional cones to each sign
- Implementing side friction option from Positive TTM

Whilst this occurs every effort will be made to remove the closure however if it is hazardous to open to road, work may cease and as much cleared from the worksite as possible to reduce risk

If bad weather, that reduces visibility to less than clear site distance above or creates a hazardous environment, is present at the time the closure is due to be installed, the closure may be delayed or canceled

Authorisations

Parking restriction(s) alteration authority

Will controlled street parking be affected?	Yes	No	Has approval been granted?	No
Restricted Parking areas affected becomes No Fee areas from 8.00pm- 8.00am therefore not impacted.				

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Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	No	Has approval been granted?	No
Road closure authorisation(s)	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	No	Has approval been granted?	No
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	Yes	Has approval been granted?	Yes
	Bus Stops as shown on TMD's to be relocated – Metlink Service Disruptions advised by Email 19/07/23 (attached) – STMS to confirm to contact number when TTM active.			
Authorisation to use portable traffic signals	Make, model and description/number	No portable traffic signals required		
	NZTA compliant?	Not applicable		

EED

Is an EED applicable?	No	EED attached?	No	EED Ref. No.	N/A
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Delay calculations/trial plan to determine potential extent of delays

Delay Calculation not conducted. No significant delays expected on site as capacity is not reduced other than 1 location which also operates as merge point between with Clearway 7.00am-9.00am on Hutt Rd.

Public notification plan

No public notification is required for this work

Public notification attached?

No

On-site monitoring plan

Attended (day)	Level 1/Category A Roads
	<ul style="list-style-type: none"> - Either a Level 1 STMS, or a Category A Practicing STMS will manage the installation, maintenance, and removal of the site. - Once setup – the STMS may delegate the site to a TMO provided the site handover is conducted correctly on the on-site record. - The STMS (or delegated individual) will remain onsite at all times the site is active and conduct the regular 2-hourly checks (and record those checks on the on-site record). - If the in-charge STMS is qualified under the new model (Category, not level) the individual may be a member of the working activity and perform a dual role (however their TTM duties must take precedence).
Unattended (day and/or night)	No unattended activity associated with this TMP

Method for recording daily site TTM activity (eg CoPTTM on-site record)

While the site is active all TTM and working space activities will be monitored continuously and all inspections recorded in 2 hourly site checks on the CoPTTM onsite record form.

Additional site details may also be recorded on hazard ID documentation or other site/company specific documentation.

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Site safety measures

PPE: List or refer to attachment list for PPE

1. CoPTTM compliant Hi-Viz vest (compulsory),
2. Ankle-high lace-up steel-toe boots (compulsory),
3. Face shield/eye protection (as required),
4. Nitrile gloves (as required),
5. Cut resistant gloves (compulsory),
6. Ear plugs (as required),
7. P2 mask (as required),

Site Safety Controls:

1. Safety fencing
2. Minimum safe distances
3. Standard operating procedures for the work activity

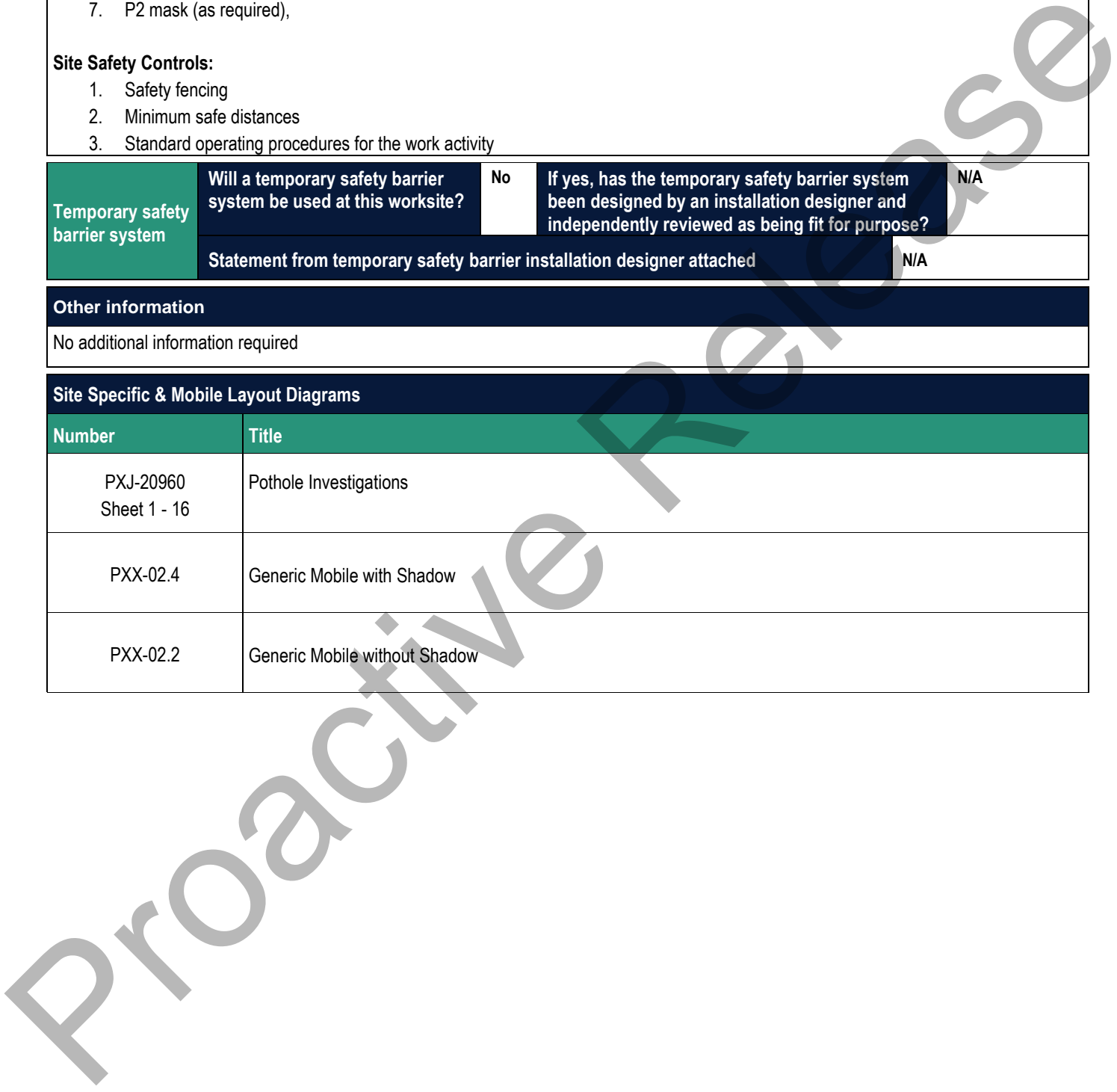
Temporary safety barrier system	Will a temporary safety barrier system be used at this worksite?	No	If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose?	N/A
	Statement from temporary safety barrier installation designer attached			N/A

Other information

No additional information required

Site Specific & Mobile Layout Diagrams

Number	Title
PXJ-20960 Sheet 1 - 16	Pothole Investigations
PXX-02.4	Generic Mobile with Shadow
PXX-02.2	Generic Mobile without Shadow



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Contact details						
	Name	24/7 contact number	CoPTTM ID	Qualification	Expiry date	
Principal	Let's Get Wellington Moving Aryl Joy Aryl.Joye@lgwm.nz	0800 110 130				
TMC	Absolutely Positively Wellington City Council Rhys McBreen Rhys.mcbreen@wcc.govt.nz	021 368 224	82408	A/B/C NP	09/07/2025	
Engineers' representative	Not applicable with this work					
Contractor	Downer NZ Livingstone Lameko	021 496 919				
Primary TTM Contact	Downer NZ Kereti Malolo	021 240 2878				
STMS	TBC at time of works and recorded on OSR					
Others as required	Metlink Service Disruptions	0800 801 700				

TMP preparation						
Name	Date	Signature	ID no.	TTMP (A)ttended (B)ooked (P)assed	Qualification	STMS Expiry date
Chris Harmer 0274 995 756	15-Aug-23 Amended 31/08/23		33854	TTMP (Trainer) 19/12/2019	STMS (AB) (C) NP	18/05/2024

* additional column added to indicate the, passed, attended (or confirmed booking) date of the named designer on the NZTA Temporary Traffic Management Planners (TTMP) workshop as required by the NZTA technical note, issued 9 December 2019
 ** (Attended +1) means the designer has attended the TTMP workshop and submitted at least one assessment and is eligible to continue designing TMPs as per NZTA update note from 18 September 2021

This TMP meets CoPTTM requirements	Number of diagrams attached	18
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TMP returned for correction (if required)	Name	Date	Signature	ID no.	Qualification	Expiry date

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

Temporary safety barrier system	The attached temporary road safety barrier design has been independently reviewed as being fit for purpose				N/A	
TMP Approved	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

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Qualifier for engineer or TMC approval

Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.

This TMP is approved on the following basis:

1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.
2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.
3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM System.
4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.

Notification to TMC prior to occupying worksite/Notification completed

Type of notification to TMC required		Notification completed	Date <input style="width: 100%;" type="text"/> Time <input style="width: 100%;" type="text"/>
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Proactive Release

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ON-SITE RECORD On-site record must be retained with TMP for 12 months.	Today's date
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Location details	Road names(s):	House number/RPs:	Suburb:
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Working space

Person responsible for working space	Name	Signature
<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	Name	TTM ID Number	Warrant expiry date	Signature	Time
Worksite handover accepted by replacement STMS	Name	ID Number	Warrant expiry date	Signature	Time
Tick to confirm handover briefing completed					

Delegation

Worksite control accepted by TC/STMS-NP	Name	ID Number	Warrant expiry date	Signature	Time
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				

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Worksite monitoring

TTM to be monitored and 2 hourly inspections documented below.

Items to be inspected	TTM set-up	2 hourly check	2 hourly check	2 hourly check	2 hourly check	2 hourly check	TTM removal
High-visibility garment worn by all?							
Signs positioned as per TMP?							
Conflicting signs covered?							
Correct delineation as per TMP?							
Lane widths appropriate?							
Appropriate positive TTM used?							
Footpath standards met?							
Cycle lane standards met?							
Traffic flows OK?							
Adequate property access?							
Barrier deflection area is clear? <i>(Refer to Barrier design statement)</i>							
<i>Add others as required</i>							
Time inspection completed:							
Signature:							

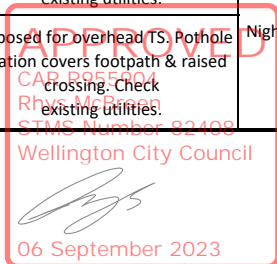
Comments:

Time	Adjustment made and reason for change

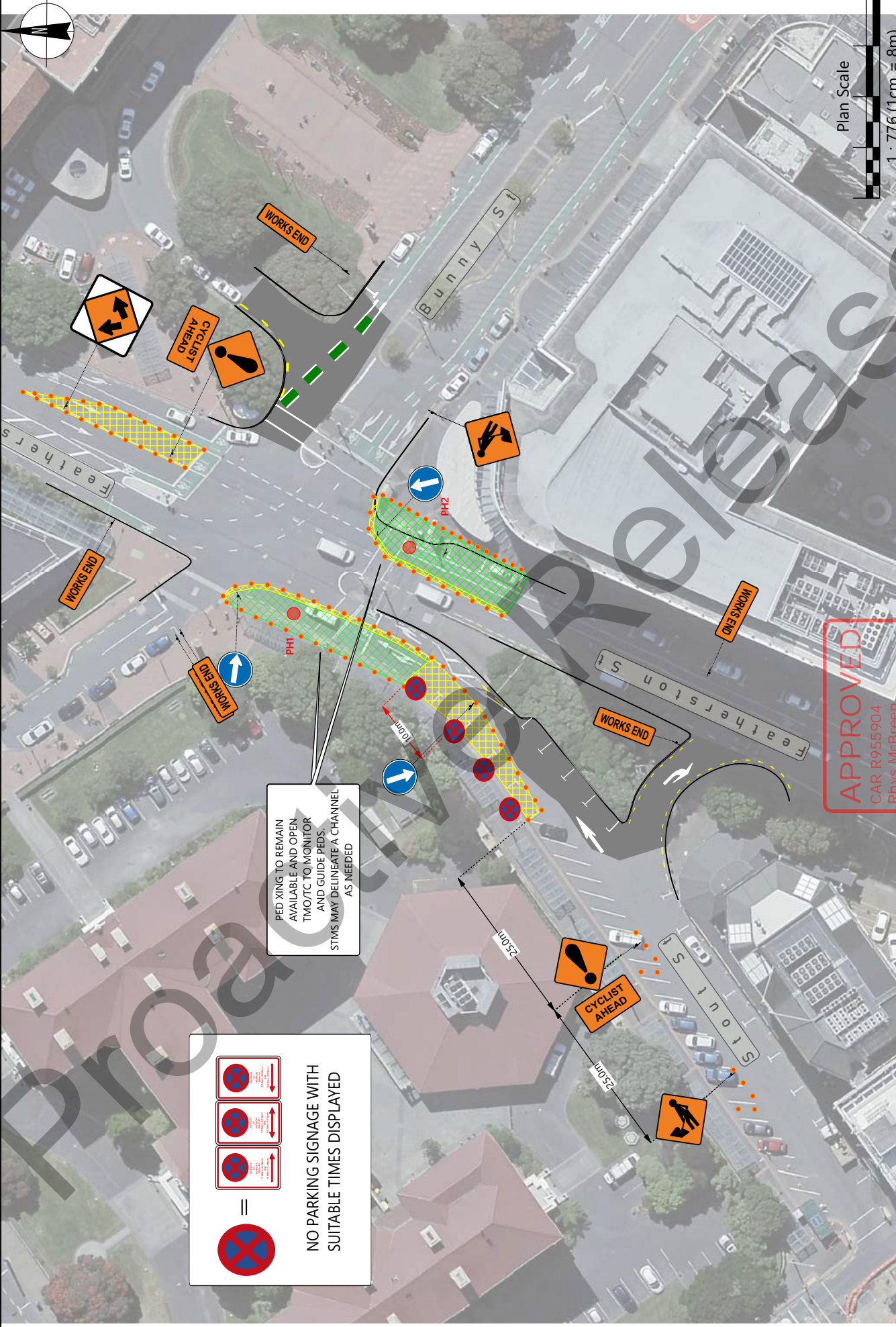
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Pothole Details & Locations - Night Shift

LOCATION	CHAINAGE	POTHOLE NO.	DESCRIPTION	Night shift no.	Night Hrs (7pm-5am)	Total Hrs	TMD SHEET #		
Area 1 - Bunny Intersection	CH00	PH01	In alignment with new Ø100mm Orange uPVC Ducts between access chambers	Night 1 (24/07)	4	8	1 & 2		
		PH02			4				
		PH03		Night 2 (25/07)	4		8	3	
		PH04			4				
Area 2 - Mulgrave Intersection	CH170 - CH270	PH05	Pothole clashes with existing SW Drainage pipe. Hydrovac to expose utility and test for contamination.	Night 3 (26/07)	3	9	4 & 5		
		PH06	Pothole clashes with Water Main. Test for contaminated land.		3				
		PH07	Propose location for Bus Stop and adjacent to SW sump. Test for groundwater levels		3				
		PH08	No services nearby.	Night 4(27/07)	4	8	6 & 7		
		PH09	Vertically aligns with electrical line. Investigate ground conditions and other utilities.		4				
Area 4 - Pipitea Marae Signal Crossing 1	CH380 - CH400	PH10	Proposed overhead TS located near SW MH (~2.5m) and power line (0.5m).	Night 5 (28/07)	3	9	8		
		PH11	Proposed TS location vertically aligns with Water main, and near communication line (~0.3m).		3				
Area 5 - City Fitness Raised Crossing 2	CH420 - CH440	PH12	Pothole location covers proposed bus stop & raised crossing areas. SW MH and comm line nearby.		3				
Area 6 - VTNZ Signal Crossing 3	CH708 - CH720	PH13	Pothole covers proposed bus-stop location, overhead TS & clashes with comm line.	Night 6 (31/07)	4	8	9		
		PH14	Pothole located near SW lintel and clashes with unknown pipe. Test for contaminated land.		4				
Area 8 - Bordeaux Bakery Signal Crossing 4	CH1040 - CH1060	PH15	Adjacent to Sewage, electrical & comm line.	Night 7 (01/08)	4	8	10		
		PH16	Overhead traffic lights, adjacent to SW Manhole.		4				
Area 9 - Hirepool Signal Crossing 5	CH1220 - CH1240	PH17	Adjacent to Sewage MH & SW Sump	Night 8 (02/08)	4	8	11		
		PH18	Vertically interferes with sewage pipe & close proximity to Sew & SW MHs. Test for contamination.		4				
Area 11 - Tinakori Intersection	CH1480 - CH1520	PH19	Overhead TS near SW pipe (~0.2m) & power line (~0.5m)	Night 9 (03/08)	4	8	12		
		PH20	Near SW pipe (~1.8m) & power line (~1m)		4				
		PH21	Overhead traffic lights near comm line (~0.3m)	Night 10 (04/08)	4			8	13
		PH22	Near Sewage line (~1.3m) & comm line (~0.4m).		4				
Area 12 - Tinakori Signal Crossing 6	CH1540-CH1560	PH23	Pothole location covers cycling. Near power line. Check for other existing utilities.	Night 11 (07/08)	4	8	14		
		PH24	Pothole location covers bus-stop area & raised crossing. Check existing utilities.		4				
Area 13 - Aotea Overbridge Crossing 7	CH1870 - CH1970	PH25	Pothole location covers bus-stop area & raised crossing. Check existing utilities.	Night 12 (08/08)	4	8	15 & 16		
		PH26	Proposed for overhead TS. Pothole location covers footpath & raised crossing. Check existing utilities.		4				



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Plan Scale
1 : 776 (1cm = 8m)





Project No. PXJ-20960
Sheet No. Sheet 1

DRAWING TITLE:
Let's Get Wellington Moving
Pothole Investigations

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CAR R955904
Rhys McBreen
Project Number 82408
Wellington City Council
Downer
06 September 2023

PED XING TO REMAIN AVAILABLE AND OPEN TMO/TC TO MONITOR AND GUIDE PEDS. STMS MAY DELINEATE A CHANNEL AS NEEDED

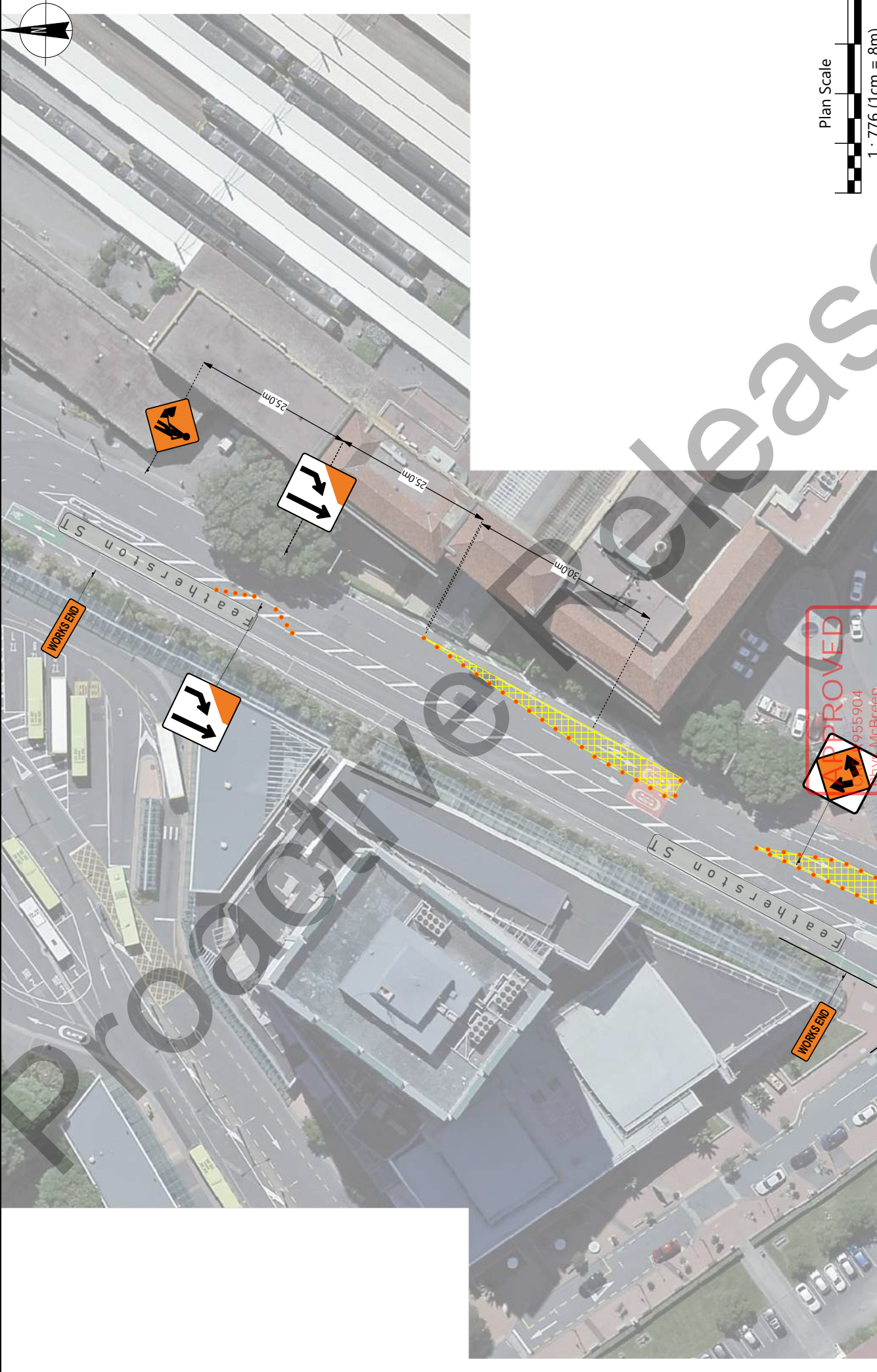
 = NO PARKING WITH SUITABLE TIMES DISPLAYED

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Date: 19/07/23
19/07/2023 3:39:11 pm

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Plan Scale
 1 : 776 (1cm = 8m)

Project No. PXJ-20960
 Sheet No. Sheet 2

DRAWING TITLE:
Let's Get Wellington Moving
 Pothole Investigations

APPROVED
 955 904
 McGreen
 Project Number: 82408
 Wellington City Council
 Downer

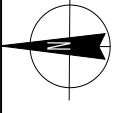
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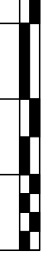
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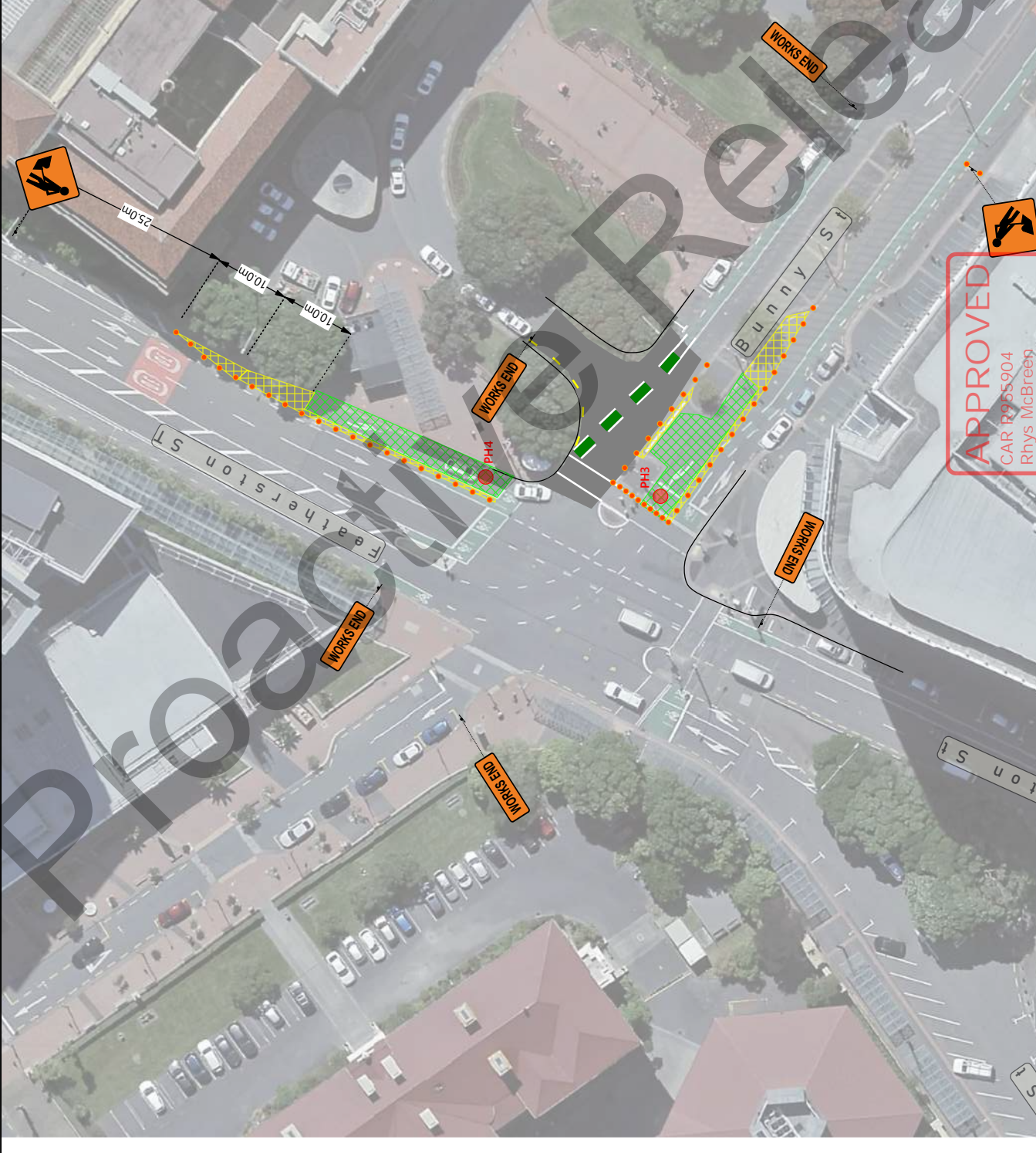
06 September 2023

19/07/2023 3:39:12 pm



Plan Scale

 1 : 776 (1cm = 8m)

Project No. PXJ-20960
 Sheet No. Sheet 3



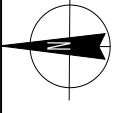
DRAWING TITLE:
Let's Get Wellington Moving
 Pothole Investigations

APPROVED
 CAR R955904
 Rhys McBreech
 06 September 2023

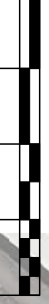
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Drawn By: C. Williams (M&A)
 Checked By: M. King (M&A)
 Date: 19/07/23



Plan Scale

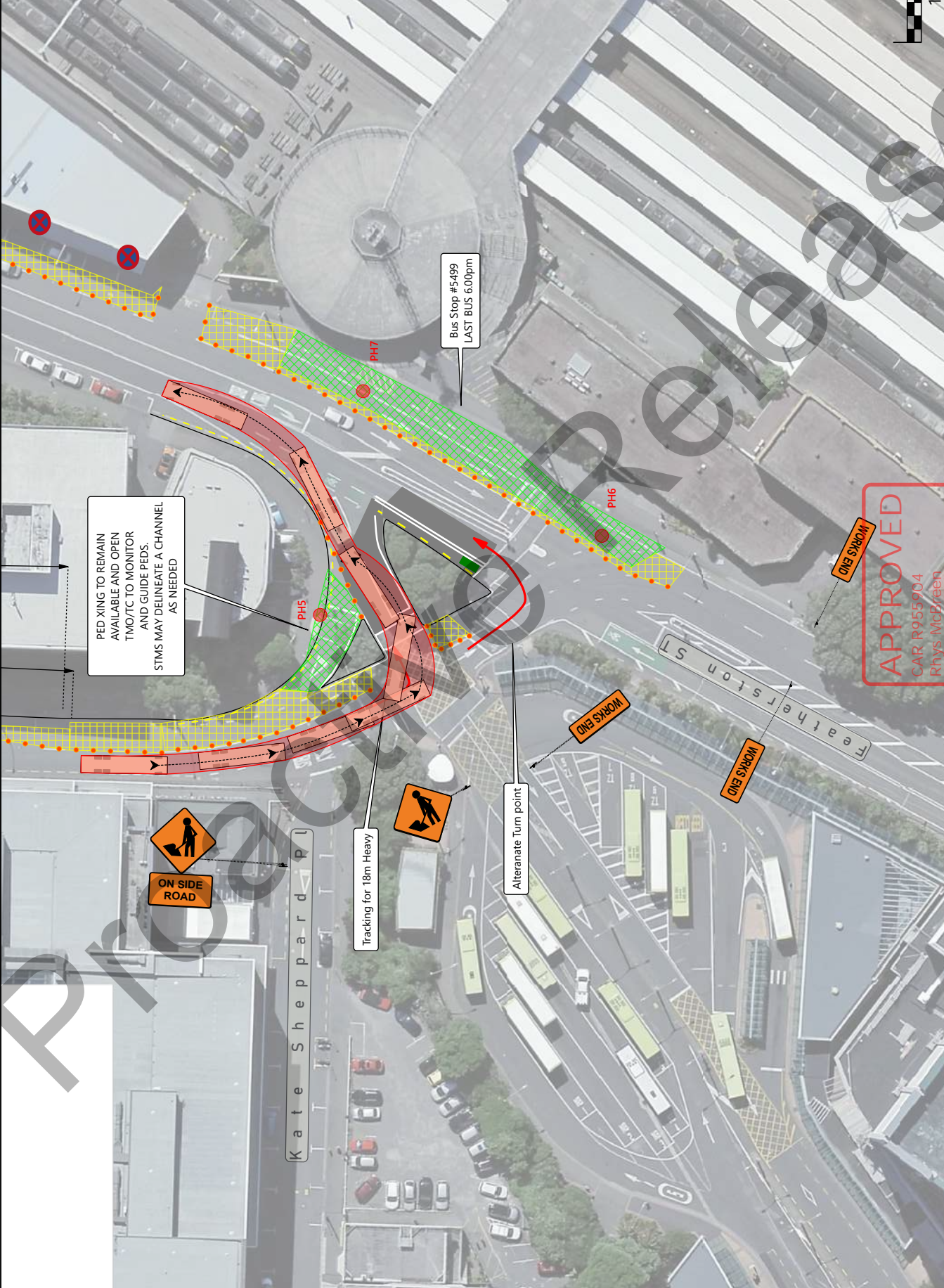


1 : 776 (1cm = 8m)

Project No. PXJ-20960

Sheet No. Sheet 4

DRAWING TITLE:
Let's Get Wellington Moving
Pothole Investigations

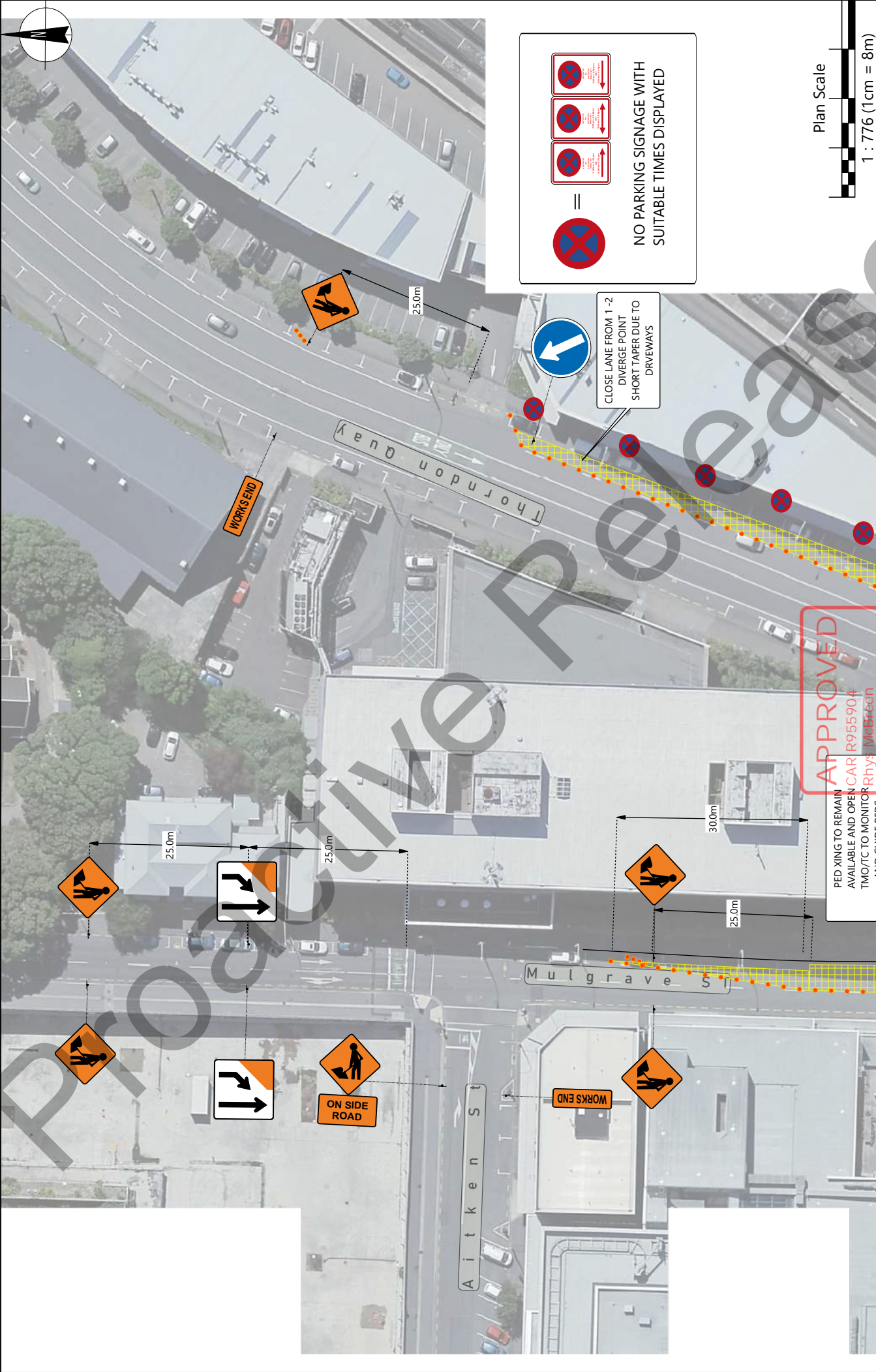






APPROVED
CAR R955904
Rhys McGreen
Project Number 82408
Wellington City Council
Downer
06 September 2023

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Drawn By: C. Williams, N. K. G. Cochrane, J. (C/C) (P), T. (P)
Date: 19/07/23



 =   

NO PARKING SIGNAGE WITH SUITABLE TIMES DISPLAYED

Plan Scale



1 : 776 (1cm = 8m)

Project No: PXJ-20960
 Sheet No: Sheet 5

DRAWING TITLE: **Let's Get Wellington Moving**
Pothole Investigations

APPROVED
 PENDING TO REMAIN AVAILABLE AND OPEN CAR TMO/TC TO MONITOR

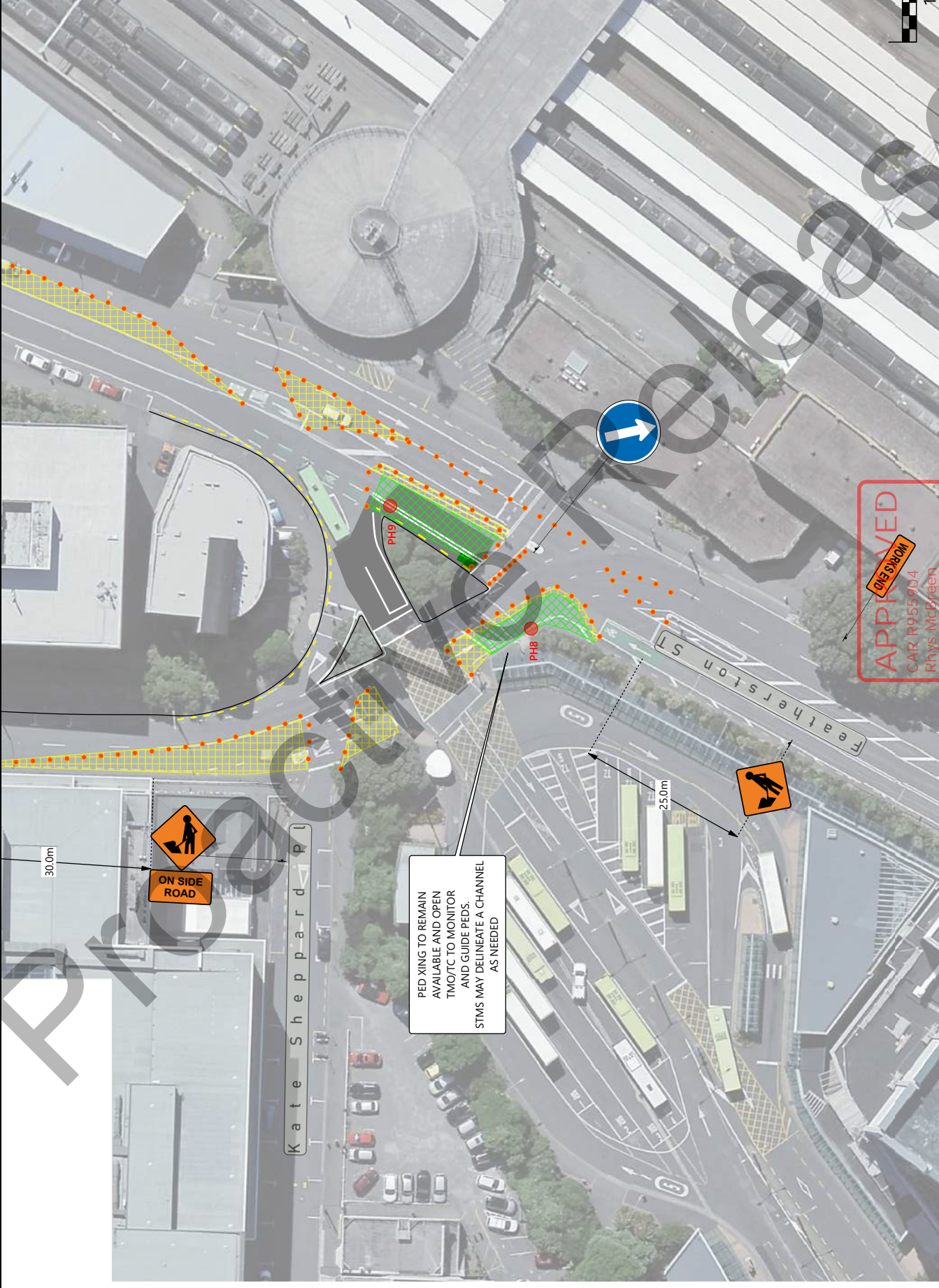
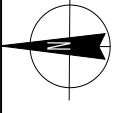

 Rhys McBrison
 Transport Manager
 Wellington City Council

Approved on 06 September 2023
 Reference Number: 82408

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Drawn By: Chris Hume (M&E), Guy AFB (C&C (RP), TRM (P))
 Date: 19/07/23



Plan Scale
 1 : 776 (1cm = 8m)

Project No. PXJ-20960
 Sheet No. Sheet 6

DRAWING TITLE:
Let's Get Wellington Moving
Pothole Investigations

APPROVED
 CHIEF SYNDIC
 CAR R955904
 Rhys McBrean
 Proposed Member 82408
 Wellington City Council
 Dower
 06 September 2023

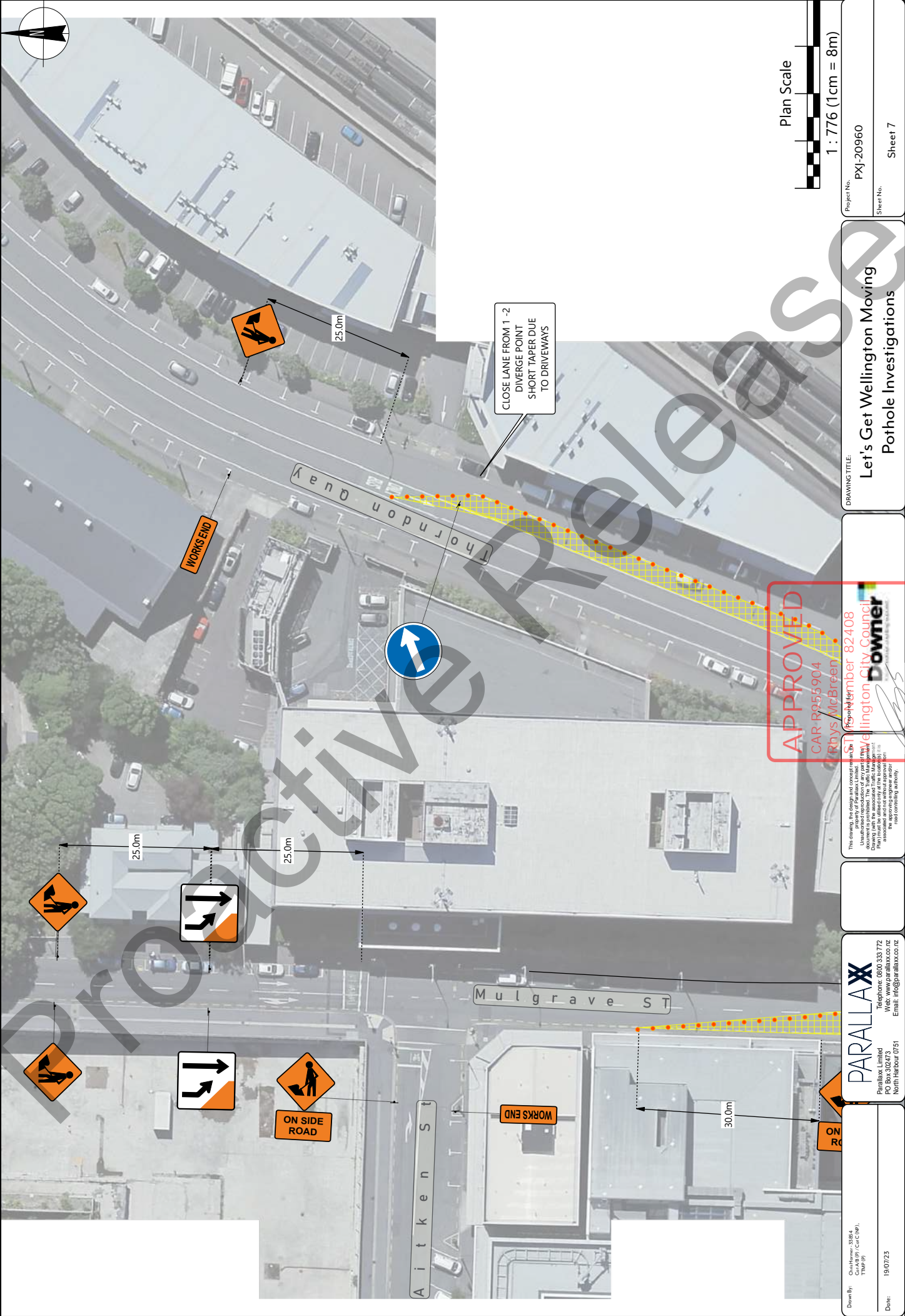
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Drawn By: Chris Harris, Niki Goussier (C/C/C/EP), TM/EP
 Date: 19/07/23

PED XING TO REMAIN AVAILABLE AND OPEN TMO/TC TO MONITOR AND GUIDE PEDS. STMS MAY DELINEATE A CHANNEL AS NEEDED

ON SIDE ROAD



CLOSE LANE FROM 1-2
DIVERGE POINT
SHORT TAPER DUE
TO DRIVEWAYS

APPROVED
CAR-R955904
Phys/McBreen
19 September 2023
Wellington City Council
Dowmer

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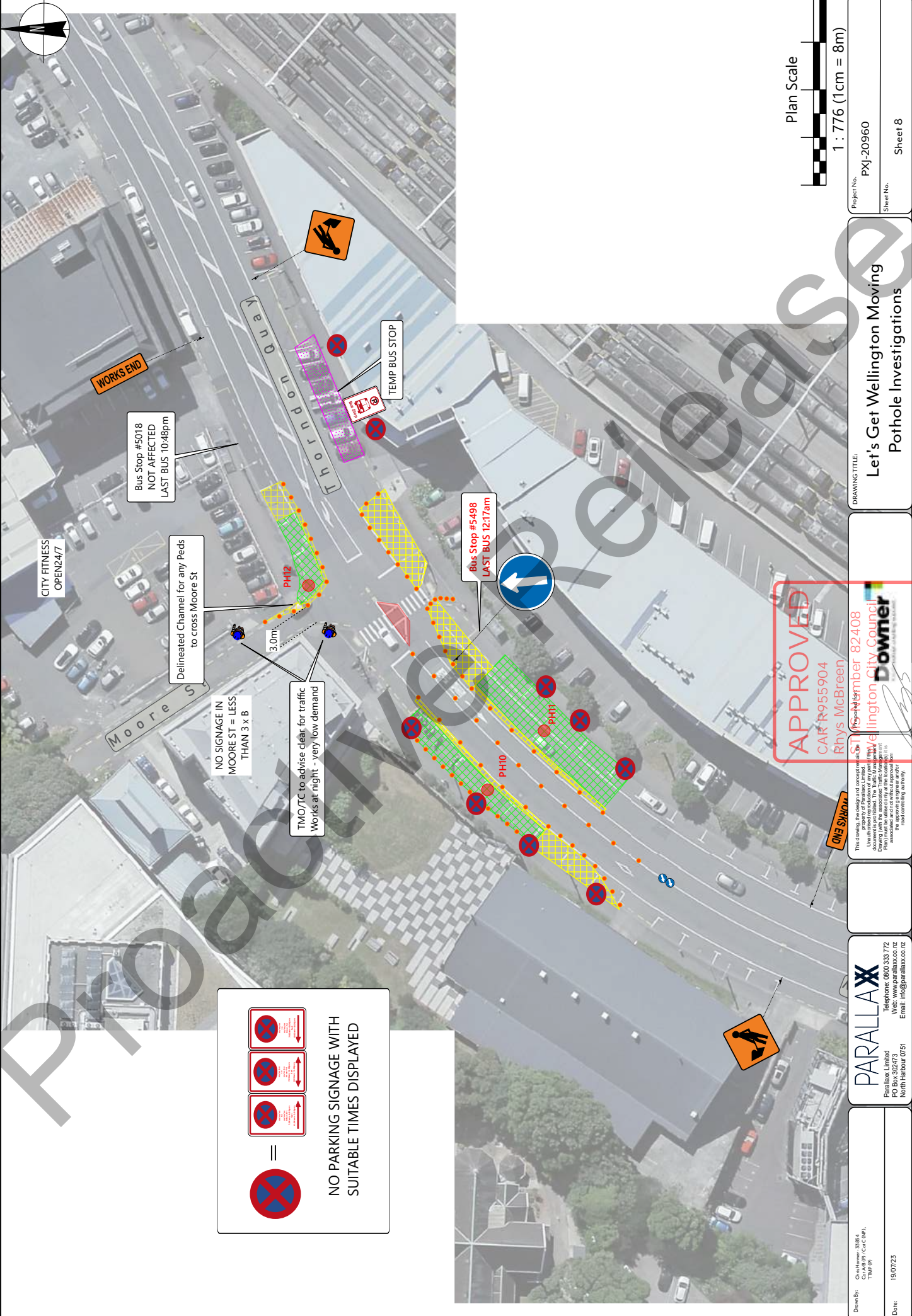
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DRAWING TITLE:
Let's Get Wellington Moving
Pothole Investigations

Project No: PXJ-20960
Sheet No: Sheet 7





Plan Scale
 1 : 776 (1cm = 8m)

Project No. PXJ-20960
 Sheet No. Sheet 8

DRAWING TITLE:
Let's Get Wellington Moving
 Pothole Investigations

APPROVED
 CAR # R955904
 Rhys McBreen
 Transport Manager
 Wellington City Council

06 September 2023

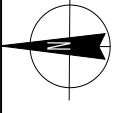
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 Date: 19/07/23

19/07/2023 4:45:31 pm



Plan Scale

 1 : 776 (1cm = 8m)

Project No. PXJ-20960
 Sheet No. Sheet 9

DRAWING TITLE:
Let's Get Wellington Moving
 Pothole Investigations

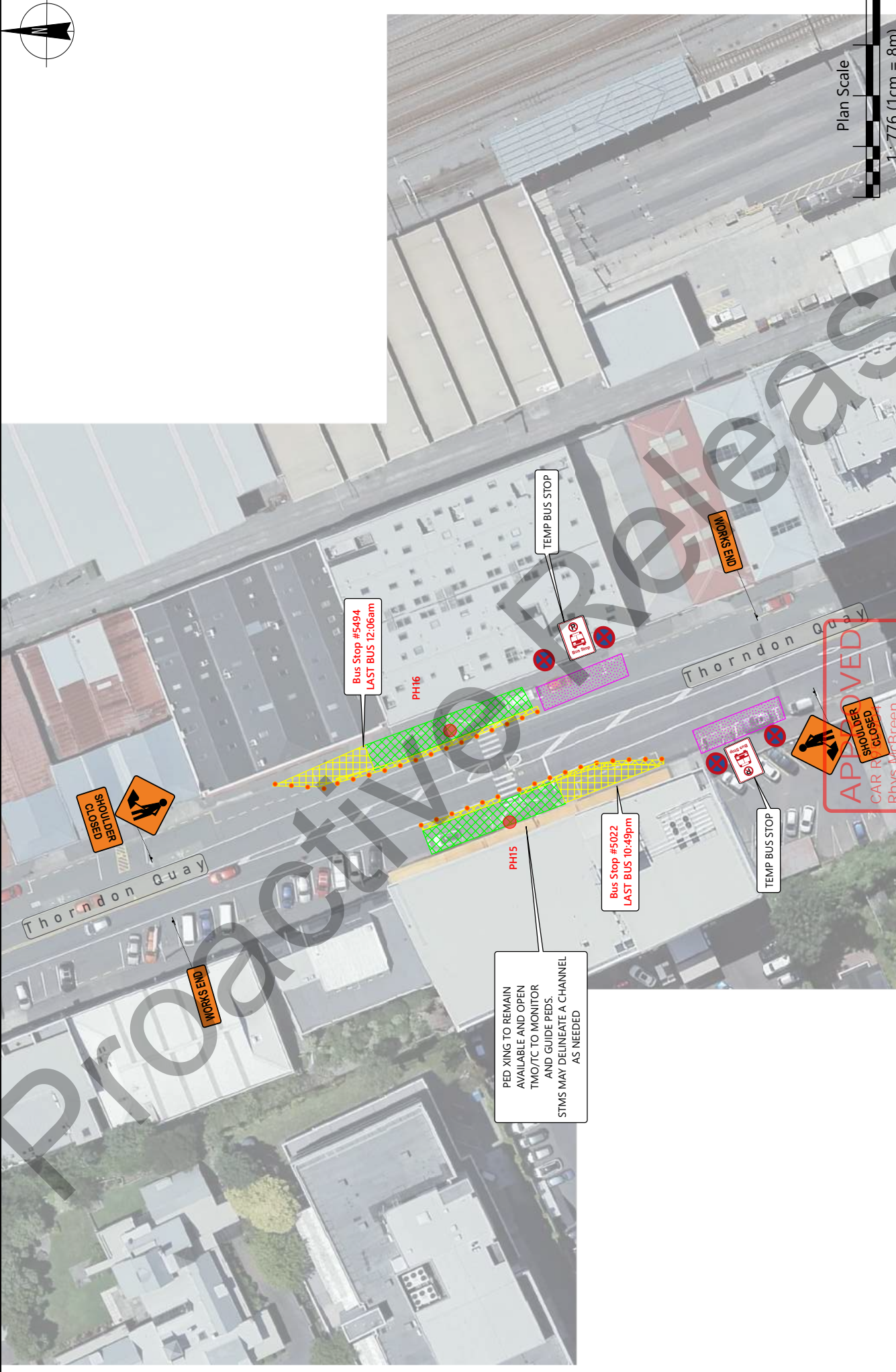
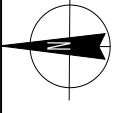
Prepared by: **Downer**
 Project Number: 82408
 CAR 1955904
 Wellington City Council
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Drawn By: **Chloe Hume** (W&A)
 Checked By: **Chloe Hume** (W&A)
 Date: 19/07/23

06 September 2023

19/07/2023 4:47:20 pm



Plan Scale

1 : 776 (1cm = 8m)

Project No. PXJ-20960
Sheet No. Sheet 10

DRAWING TITLE:
Let's Get Wellington Moving
Pothole Investigations

APPROVED
Rhys McGreen
Project Number 82408
Wellington City Council
Downer

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06 September 2023

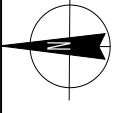
PED XING TO REMAIN AVAILABLE AND OPEN TMO/TC TO MONITOR AND GUIDE Peds. STMS MAY DELINEATE A CHANNEL AS NEEDED

Bus Stop #5494
LAST BUS 12:06am

Bus Stop #5022
LAST BUS 10:49pm

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Drawn By: Chelene Walker
Checked By: Chris (CFC) Thompson
Date: 19/07/23



Drawn By: Chris Morris, NRE
Checked By: GwA/BP / CJC/C (BP)
Title: THP(B)

Date: 19/07/23

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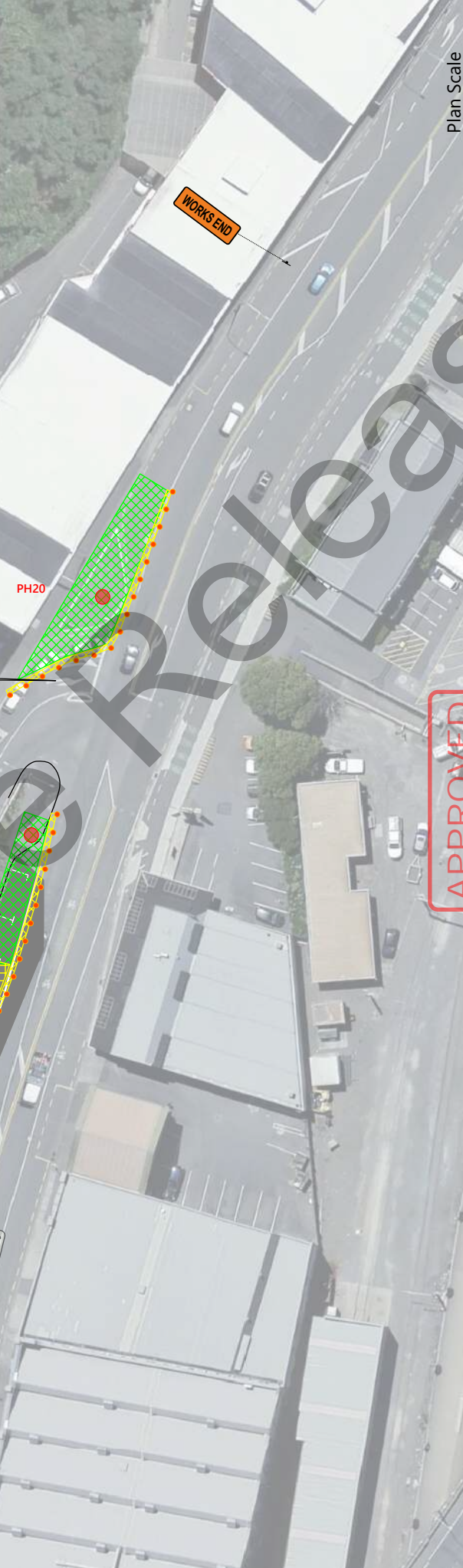
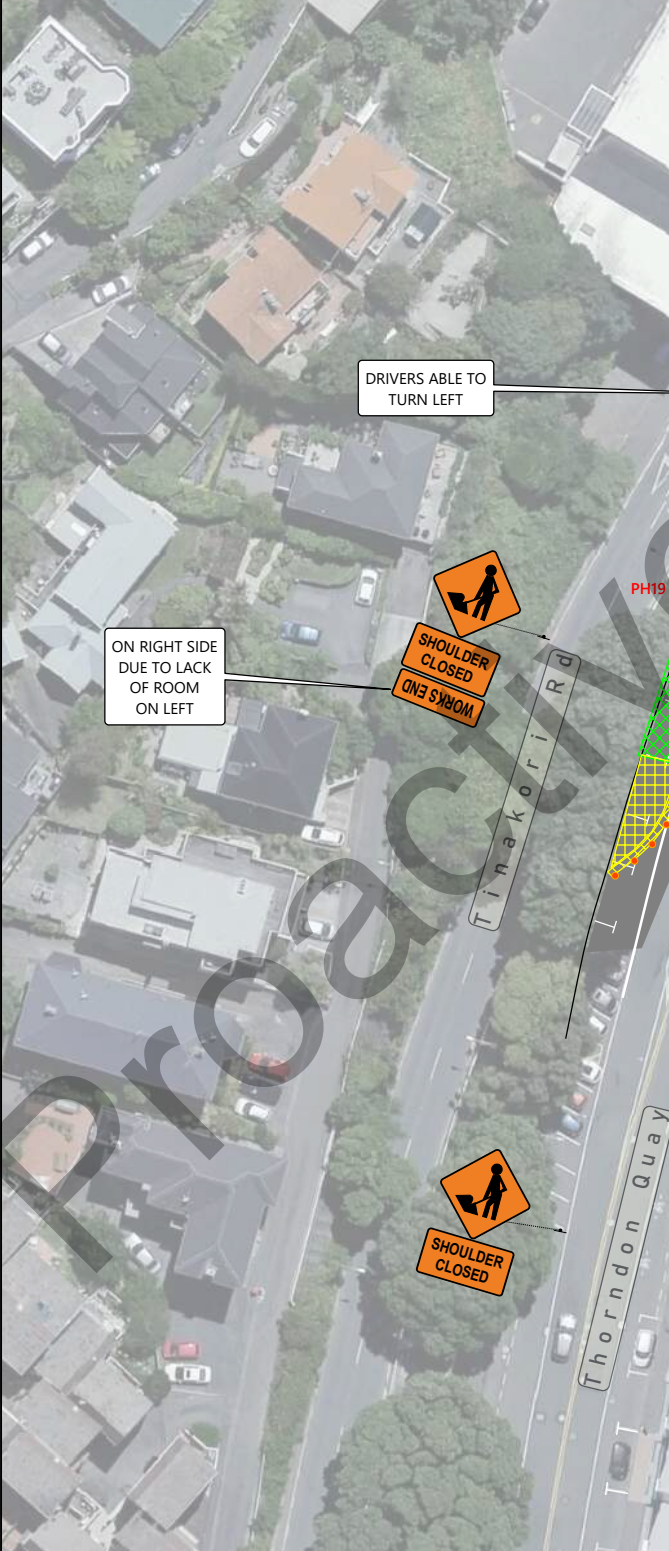
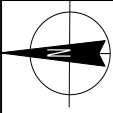
APPROVED
CAR R 05904
Rhys McBreen
Project Number 82408
Wellington City Council
Downer

DRAWING TITLE:

Let's Get Wellington Moving
Pothole Investigations

Project No: PXJ-20960

Sheet No: Sheet 11



ON RIGHT SIDE
DUE TO LACK
OF ROOM
ON LEFT

DRIVERS ABLE TO
TURN LEFT



PH20

PH19

WORKS END

APPROVED
CAR R955904
Rhys McGreen
Project Number 82408
Wellington City Council
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Drawn By: Cui Huihui, NICK
Cui A/B/P (C/C/C/P),
THP/P

Date: 19/07/23

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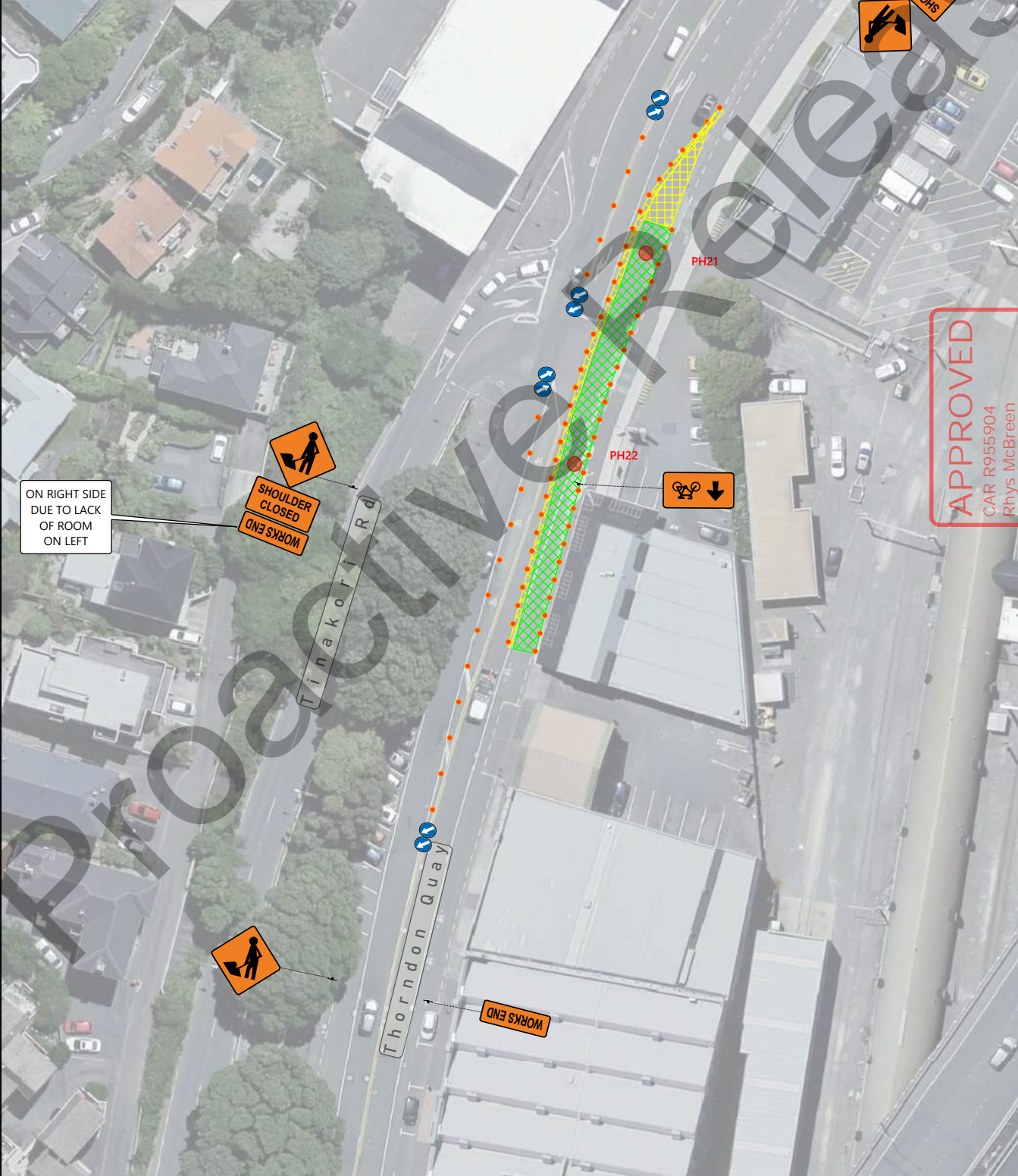
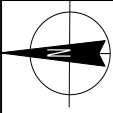
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Let's Get Wellington Moving
Pothole Investigations

Project No: PXJ-20960

Sheet No: Sheet 12

Plan Scale
1 : 776 (1cm = 8m)

19/07/2023 3:53:01 pm



ON RIGHT SIDE
DUE TO LACK
OF ROOM
ON LEFT

Project No. PXJ-20960
Sheet No. Sheet 13

DRAWING TITLE:
Let's Get Wellington Moving
Pothole Investigations

APPROVED
CAR R955904
Rhys McBreen
City Engineer
Wellington City Council
Downer

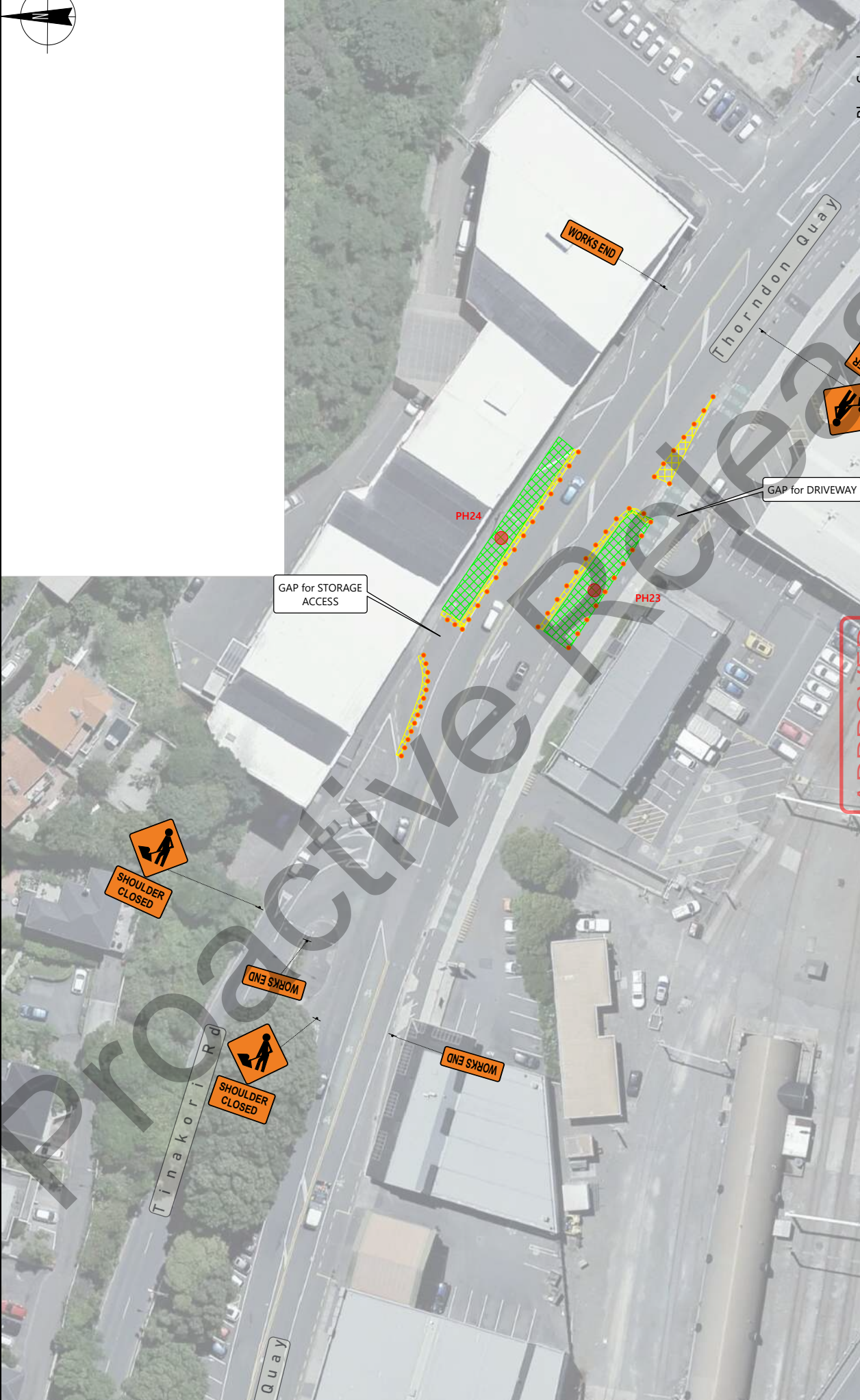
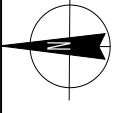
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06 September 2023



Project No. PXJ-20960
 Sheet No. Sheet 14

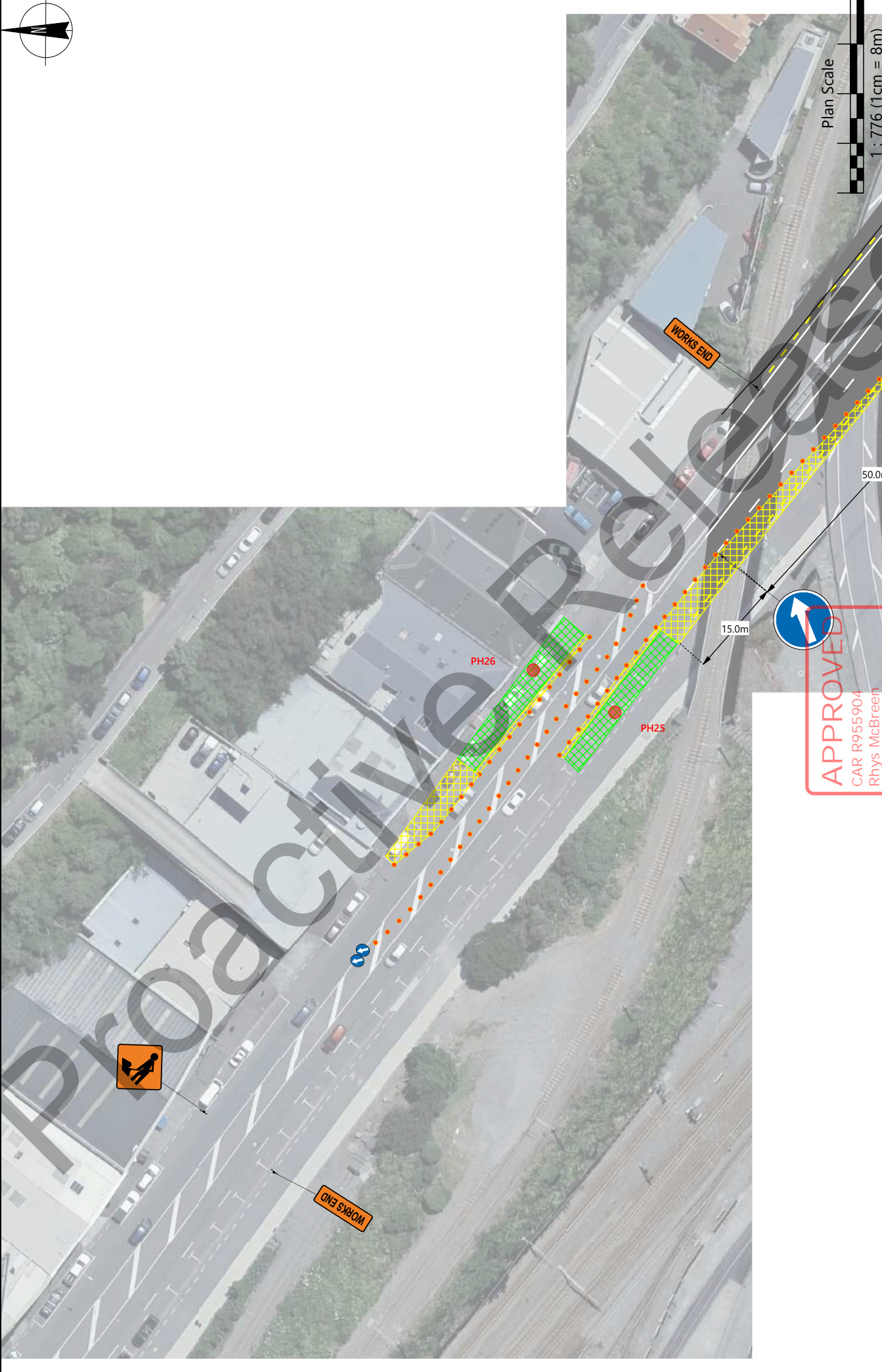
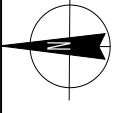
DRAWING TITLE:
Let's Get Wellington Moving
 Pothole Investigations

APPROVED
 CAR R955904
 Rhys McBreen
 Project Number 82408
 Wellington City Council
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Drawn By: Chloë Harris, Niki Gou (AEP) (C/C) (EP), TMR (P)
 Date: 19/07/23



Plan Scale
1 : 776 (1cm = 8m)

Project No. PXJ-20960
Sheet No. Sheet 15

DRAWING TITLE:
Let's Get Wellington Moving
Pothole Investigations

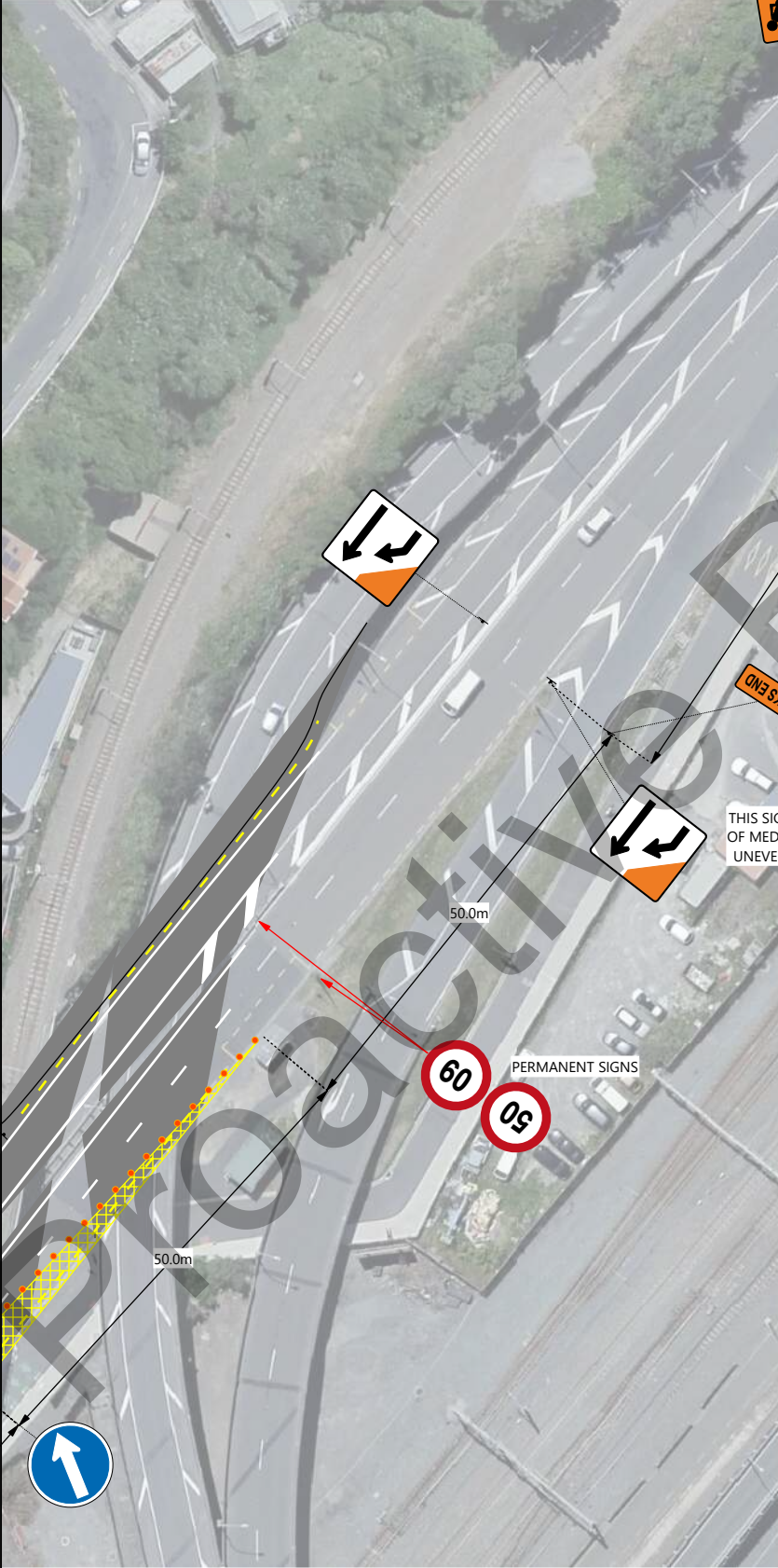
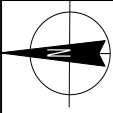
APPROVED
CAR R955904
Rhys McBreen
City Engineer
Wellington City Council
06 September 2023

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Drawn By: Chris Harris, Niki Goussier (C/C), Tim (P)
Date: 19/07/23

19/07/2023 4:19:54 pm



Plan Scale

1 : 776 (1cm = 8m)

Project No. PXJ-20960

Sheet No. Sheet 16

DRAWING TITLE:
Let's Get Wellington Moving
Pothole Investigations

APPROVED

CAR R955904

Rhys McGreen

Project Number 82408

Wellington City Council

Downer

06 September 2023

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Drawn By: Cui Huihui, Nika Cui ASEP (Circ NP), Tianyi

Date: 19/07/23

19/07/2023 4:19:55 pm

MOBILE OPERATION FOR INSTALLATION AND REMOVAL OF STATIC TTM
60KM/HR OR LESS ROADS ONLY (CATEGORY A, LEVEL LV, 1, OR 2LS)
WORK VEHICLE ONLY ROADSIDE OPERATION, NON-TRAFFIC SIDE ACTIVITY ONLY

PXX-02.1

WORK CAN OCCUR

- ON THE FOOTPATH OR BERM ON THE LEFT (NON-TRAFFIC SIDE OF THE PARKED STATIONARY WORK VEHICLE)
- TAKING EQUIPMENT FROM THAT WORK VEHICLE (FROM THE NON-TRAFFIC SIDE)

WORK CANNOT OCCUR

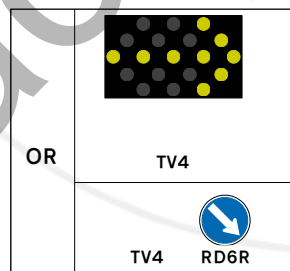
- ON THE LIVE LANE, INCLUDING IN FRONT OF THE WORK VEHICLE WHEN IT IS PARKED
- ON THE BACK OF THE WORK VEHICLE

OTHER REQUIREMENTS

- VEHICLE TO PARK AS CLOSE TO THE EDGE OF THE CARRIAGEWAY AS POSSIBLE VEHICLE TO LEAVE AS MUCH SPACE AS POSSIBLE FOR VEHICLES TO PASS TO THE RIGHT
- TTM WORKERS TO BE IN THE CAB OF THE VEHICLE BETWEEN SIGNS (OR WALK ALONG THE ROADSIDE OFF THE CARRIAGEWAY)
- VEHICLE ROTATING BEACONS TO BE ON AT ALL TIMES DURING THE OPERATION
- IF A HORIZONTAL ARROW BOARD IS USED - IT MUST BE SURROUNDED BY THE RED AND WHITE REAR PANEL

1 CLEAR SIGHT DISTANCE MUST BE AVAILABLE TO THE WORK VEHICLE

2 ROAD WIDTH CAN BE ANY VALUE - HOWEVER IF TOTAL WIDTH IS 6m OR LESS - CONDITIONS ARE CONSIDERED HIGH RISK AND STOPPING DISTANCE SHOULD BE KEPT TO A MINIMUM AND CLEAR SIGHT DISTANCE IS REQUIRED IN BOTH DIRECTIONS



50m CSD (LEVEL 1)
100m CSD (LEVEL 2LS)

HIGH RISK
IF FORWARD CLEAR SIGHT DISTANCE IS NOT ACHIEVED, AND TRAFFIC IS REQUIRED TO PASS OPERATION CROSSING THE CENTRELINE, ADVANCED WARNING IN ALL DIRECTIONS MUST BE INSTALLED FIRST

HIGH RISK
IF REMAINING LANE IS LESS THAN 3m FOR VEHICLES TO PASS - ENSURE VISIBILITY OF 75m OR MORE (180m IF PSL IS 60km/hr) IN BOTH DIRECTIONS. IF NOT AVAILABLE, STOP SHORT OR PAST AND WALK OFF THE CARRIAGEWAY TO THE LOCATION REQUIRED FOR THE EQUIPMENT. IF HORIZONTAL ARROW BOARD IS USED - THIS DISPLAY MUST BE ACTIVATED

PREFERRED MORE THAN 3m

HIGH RISK LESS THAN 3m

ADVANCED WARNING SIGN TO BE PLACED FIRST (IN ANY WORKING DIRECTION), THEN ALL MOBILE ACTIVITY OCCURS FORWARD OF THAT FIRST SIGN. SPECIFIC SIGN MAY VARY DEPENDING ON THE STATIC OPERATION LAYOUT

ANY OF T1A, T1B, T2A, T2B, T141 OR T143 WITH ANY SUPPLEMENTARY PLATE

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ROAD LAYOUT CAN BE: TWO WAY, TWO-LANE	ROAD CAT MUST BE:	ROAD LEVEL CAN BE: LV 1	PSL CAN BE: 20 30 40 50 60
DELINEATION	SIGNS	NO-GO ZONES	SAFETY ZONES
			ROTATING BEACONS (NUMBER MAY VARY, 360 COVERAGE REQUIRED)

APPROVED
 LV 1
 15590
 Ryan McBrean
 STMS Number 82408
 Wellington City Council
 06 September 2023

MOBILE OPERATION FOR INSTALLATION AND REMOVAL OF STATIC TTM
60KM/HR OR LESS ROADS ONLY (CATEGORY A, LEVEL LV, 1, 2LS OR 2)
WORK VEHICLE ONLY ROADSIDE OPERATION, CONTAINED OFF THE LANE

PXX-02.2

WORK CAN OCCUR

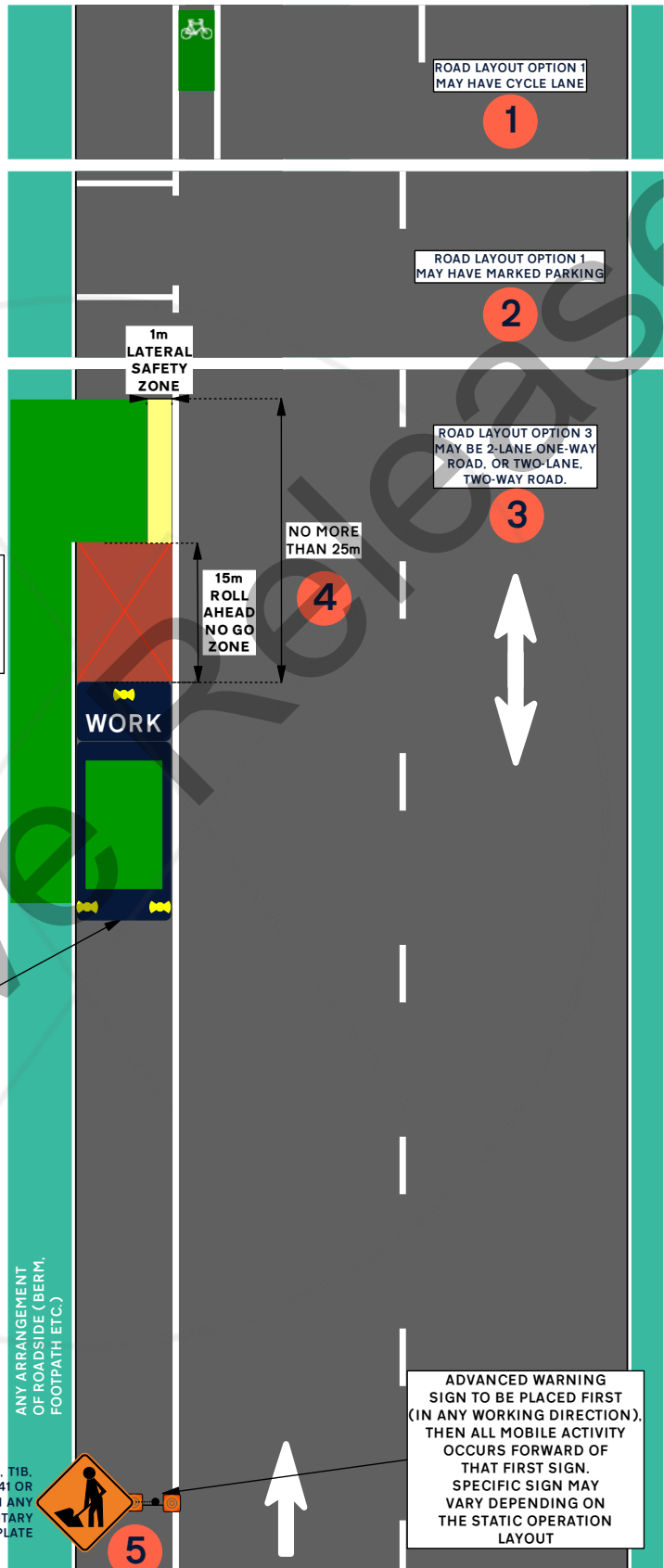
- ON THE FOOTPATH OR BERM ON THE LEFT (NON-TRAFFIC SIDE OF THE PARKED STATIONARY WORK VEHICLE)
- BETWEEN 15m AND 25m IN FRONT OF THE WORK VEHICLE - NOT IN THE LIVE LANE
- ON THE BACK OF THE PARKED WORK VEHICLE

WORK CANNOT OCCUR

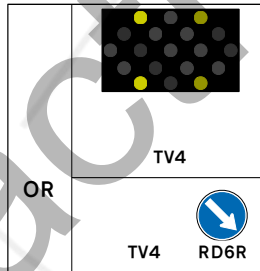
- ON THE LIVE LANE
- WITHIN 1m OF THE LIVE LANE
- WITHIN 15m IN FRONT OF THE WORK VEHICLE

OTHER REQUIREMENTS

- VEHICLE MUST BE CONTAINED OFF THE LIVE LANE
- TTM WORKERS TO BE IN THE CAB OF THE VEHICLE IF THE VEHICLE CANNOT STAY OFF THE LANE BETWEEN SIGNS (OR WALK ALONG THE ROADSIDE OFF THE CARRIAGEWAY)
- VEHICLE ROTATING BEACONS TO BE ON AT ALL TIMES DURING THE OPERATION
- IF A HORIZONTAL ARROW BOARD IS USED - IT MUST BE SURROUNDED BY THE RED AND WHITE REAR PANEL



WORK MAY INVOLVE WORKING WITH SIGNS, OR EQUIPMENT SUCH AS CONES (CLEAR OF THE LANE)



- ROAD MAY HAVE A CYCLE LANE. WORK MUST OCCUR LEFT OF THE CYCLE LANE, CLEAR OF THE EDGLINE
- ROAD MAY HAVE FORMED PARKING BAYS - WORK MUST OCCUR IN THOSE PARKING BAYS (NOT AS PART OF THE TRAFFICABLE LANE AREA)
- ROAD MAY BE BI-DIRECTIONAL, OR SINGLE DIRECTION
- WORK SPACE LIMITED IN FRONT OF WORK VEHICLE TO ENSURE REDUCED RISK OF WORK SPACE INTRUSION
- IN SHOULDER - ANY SIGNS TO HAVE CONES EITHER SIDE

ADVANCED WARNING SIGN TO BE PLACED FIRST (IN ANY WORKING DIRECTION). THEN ALL MOBILE ACTIVITY OCCURS FORWARD OF THAT FIRST SIGN. SPECIFIC SIGN MAY VARY DEPENDING ON THE STATIC OPERATION LAYOUT

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ROAD LAYOUT CAN BE: TWO WAY, TWO LANE ONE WAY, ANY NUMBER OF LANES	ROAD CAT MUST BE: A	ROAD LEVEL CAN BE: LV 1 2LS	PSL CAN BE: 20 30 40 50 60
DELINEATION	SIGNS	NO-GO ZONES	SAFETY ZONES
APPROVED Rhys McBreath STMS Number 82408 Wellington City Council		ROTATING BEACONS (NUMBER MAY VARY, 360 COVERAGE REQUIRED)	SAFE WORKING AREA

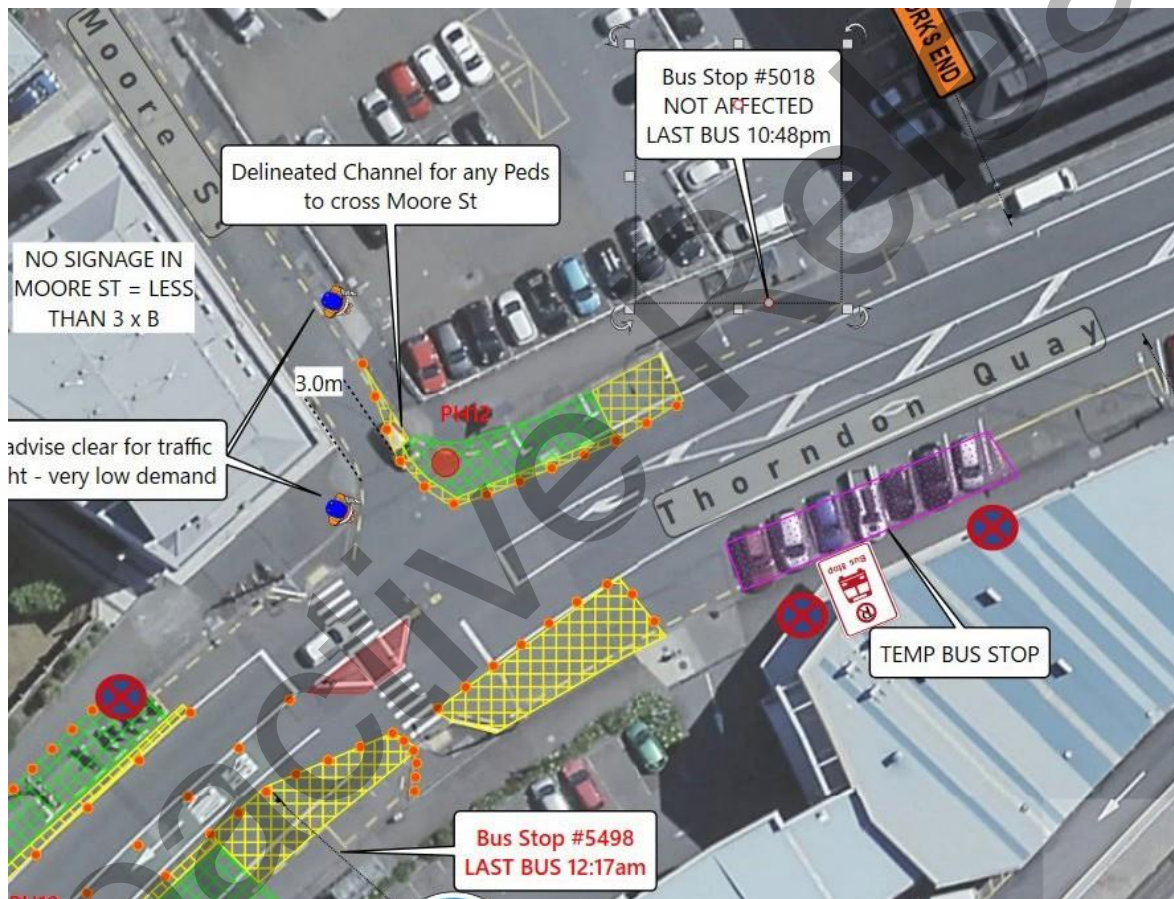
From: [Chris Harmer](#)
To: [Service Disruptions](#)
Subject: Bus Stops to be Affected by Road Works - Thorndon Quay
Date: Wednesday, 19 July 2023 4:41:00 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi folks

Need to advise of the following Disruptions.

Actual Dates to be advised by email 48 hours PRIOR to works.

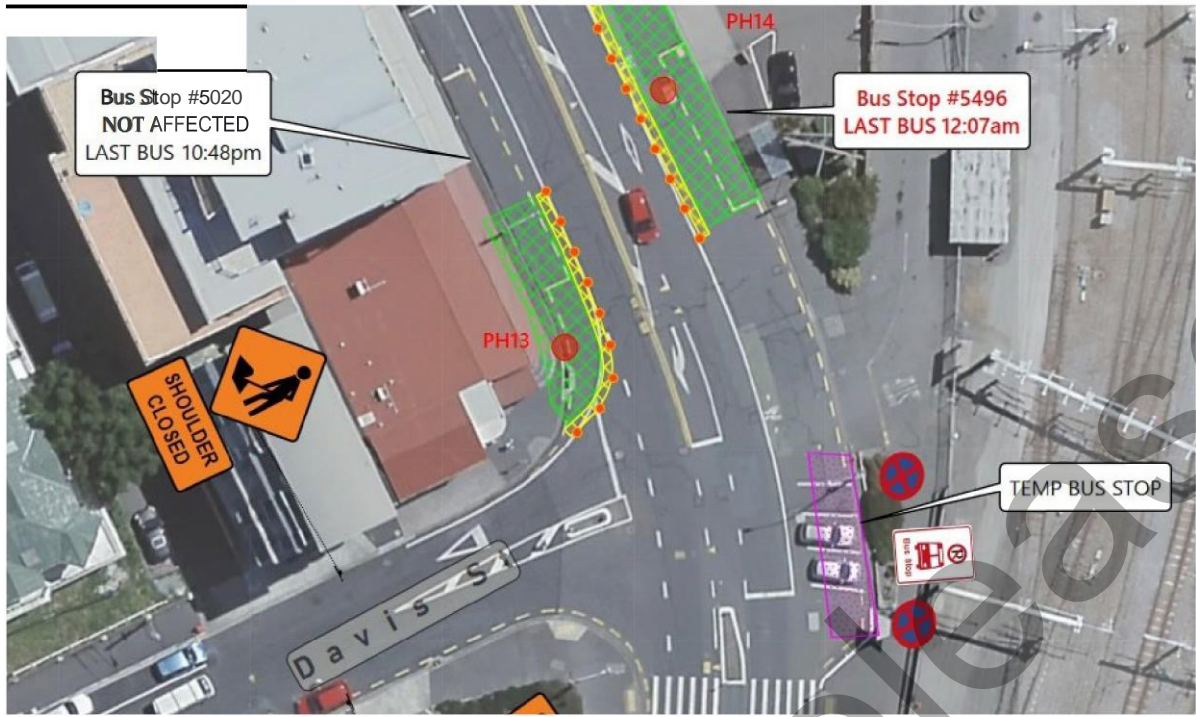
All sites are NIGHT WORKS



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CAR R955904
Rhys McBreen
STMS Number 82408
Wellington City Council

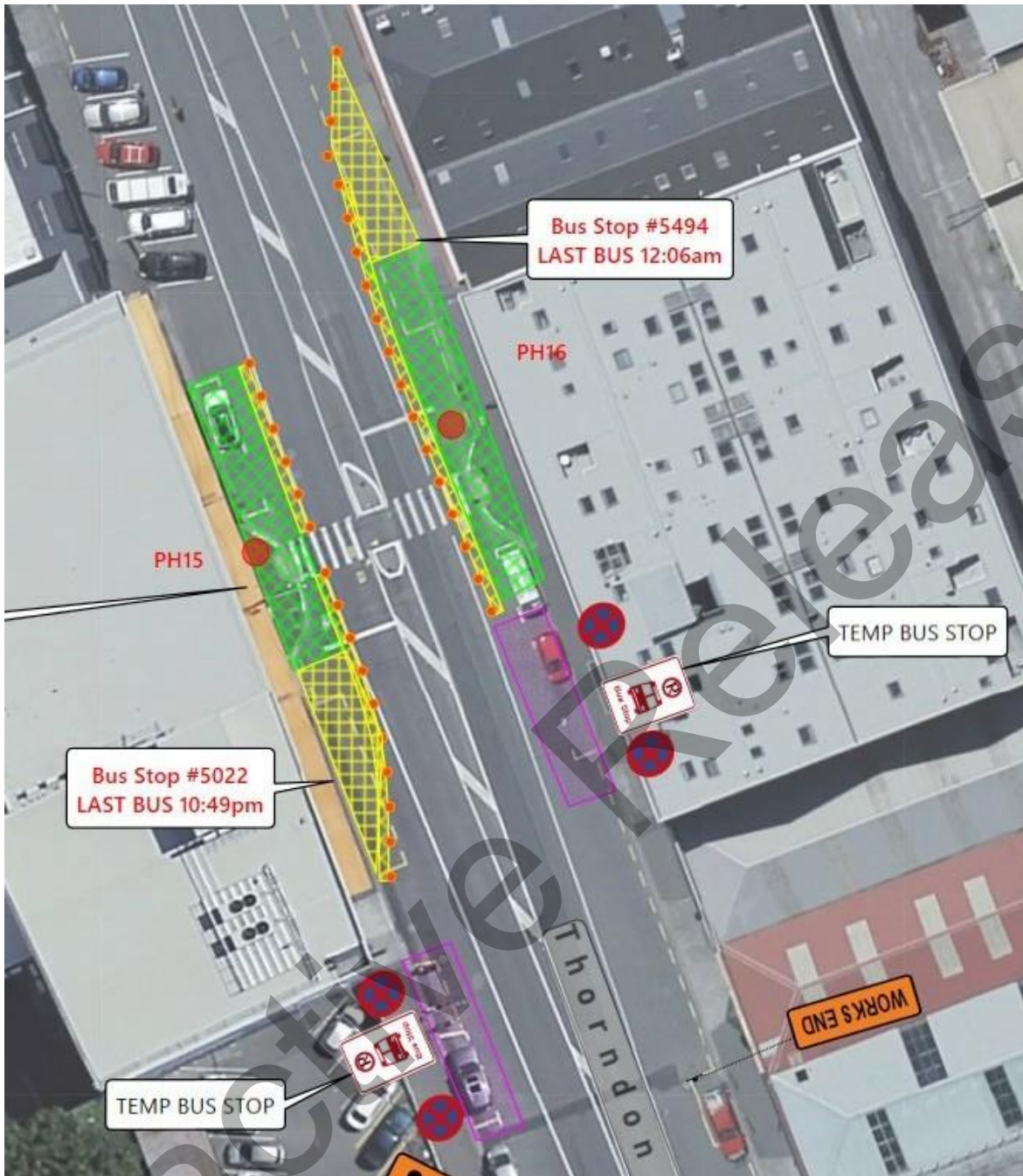
06 September 2023



Proactive Release

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STMS Number 82408
Wellington City Council

06 September 2023



Kind regards,

CHRIS HARMER

TTM Consultant

Temporary Road Safety Barrier Expert

Waka Kotahi TTM Planner – SME & Trainer

TTM Assessor

TTM Trainer Cat A/B (NP) STMS

STMS Cat A/B (P), C (NP)

TTM Auditor

Traffic Manager Role Specialist

APPROVED

CAR R955904
 Rhys McBreen
 STMS Number 82408
 Wellington City Council

06 September 2023

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Wellington City Council

06 September 2023