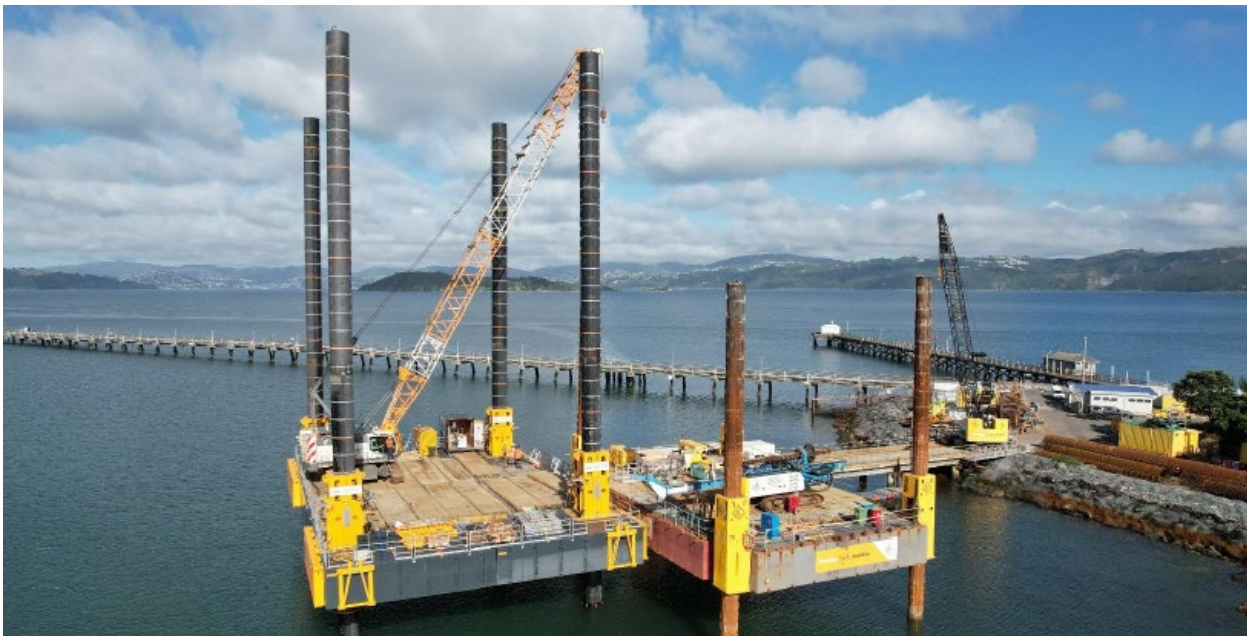


TRAFFIC MANAGEMENT PLAN

HCWL2, Project Number: BSWXXX

Revision No: A



Document No:	HCWL2-TMP-PLN-001
Revision No:	A
Revision Date:	29/08/2025

Traffic Management Plan

Document Control

Project Startup				
Action	Name	Position	Date	Signature
Prepared by	Thomas Callan	Project Engineer	29/08/2025	
Reviewed by	Martin Bell	Project Manager	08/09/2025	
Approved by	Martin Bell	Project manger	08/09/2025	

Document Revision History					
Revision	Status	Author	Position	Date	Revision Description
A	ECI	Tom Callan	Project Engineer	29/08/2025	Draft for approval
B	For Tender	[insert]	[insert]	[insert]	[insert]
1	For Construction	[insert]	[insert]	[insert]	[insert]

Traffic Management Plan

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Traffic Management Plan

1 Project overview

1.1 Project personnel and contacts

Company	Position	Contact	Email Address	Mobile
Z Energy		Matthew Tinnelly	Matthew.Tinnelly@z.co.nz	
Mettleworks	Contract Administrator	Brent Cooper	Brent.Cooper@mettleworks.co.nz	027 441 4318
TBC	Independent certifier	TBC		
BPC	Contracts / Project Manager	Arne Ganseman	Arneg@fcc.co.nz	0278392748
BPC	Project Engineer	Thomas Callan	ThomasCa@fcc.co.nz	0275715476
BPC	Site Supervisor	Paddy Molloy	PaddyM@fcc.co.nz	0272942058
BPC	Communications & stakeholder Management	Suzanne Pollard	SuzanneP@fcc.co.nz	0272449335
BPC	HSE Advisor	Jackson Edwards	jackson@fcc.co.nz	0272822671
BPC	Environmental & Sustainability Advisor	Brigette Davie	brigetted@fcc.co.nz	0273487656
Higgins Contractors Ltd	Traffic Manager	Travis Medhurst	t.medhurst@higgins.co.nz	0276050934
Energy Works Ltd	Managing Director	Geoff Bourke	geoffb@energyworks.net.nz	0277028954
Atteris	Senior Consultant	Thomas Seeber	Thomas.Seeber@atteris.com	

1.2 Project description

The scope of the project is to replace approximately 600m of DN350 fuel pipeline which currently runs along the Seaview Wharf approach structure from Point Howard to the Wharf head, where fuel ships discharge.

The new pipeline will be buried under the seabed through a combination of cut and cover works and jetting into the seabed. The project is expected to commence in November 2025 and run until September 2026. For much of the works, the works will be restricted to the site footprint. During February/ March 2026 the pipe launching operation will be undertaken which requires some encroachment into the road reserve.

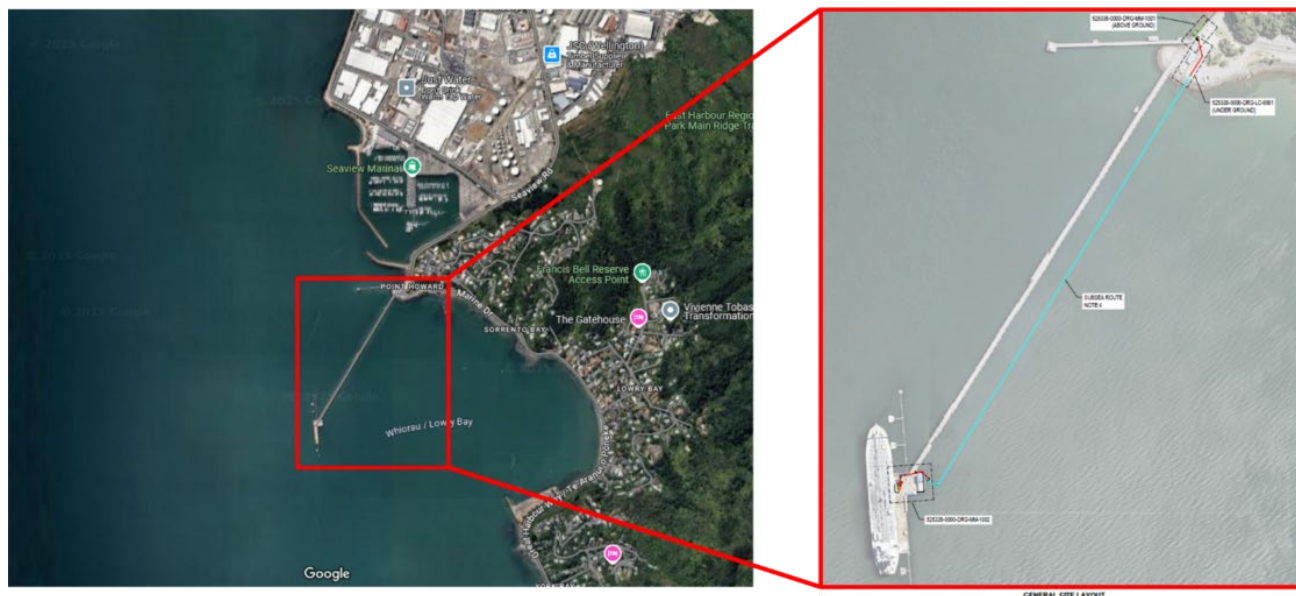
1.3 Project specific information

The project site is located at Point Howard in Seaview. The new pipeline runs from an on-shore tie in point, adjacent to the old Point Howard Wharf through the seawall into a sub sea trench which runs approximately

Traffic Management Plan

parallel with the existing wharf until it transitions out of the trench and up on to the Wharf head structure. The new pipework finishes on the wharf head where the fuel ships berth.

The existing pipeline will then be removed between the tie in points on commissioning of the new pipeline.



Owner	Z Energy
Site Name	Pt Howard Site Compound for HCWL Stage 2
Location	97 MARINE DRIVE, POINT HOWARD (SECTION 1 SURVEY OFFICE PLAN 31984; PART LOT 1 DEPOSITED PLAN 10694 AND SECTION 70-72 BLOCK XIV BELMONT SURVEY)
Legal Description	UPGRADES TO THE EXISTING HUTT CITY WHARFLINE
Building Consent Number	n/a
City Council Resource Consent Number	RM240340
Regional Council Resource Consent Application Numbers	WGN250111

Traffic Management Plan

2 Purpose

The purpose of this document is to ensure the following traffic management objectives are met:

- The traffic flow is not unduly impeded by construction operations;
- Neighbours are not unduly restricted to access their properties;
- The safety of the public and site employees complies with relevant Health and Safety legislation.

Any other minor operational issues will be dealt with as the need arises to the approval of the local authority.

This document covers the direction and flow of traffic into and around the construction site. It is not intended to replace any of the customer-mandated requirements relating to public highways, etc. (e.g. methods of compliance with the Code of Practice for Temporary Traffic Management).

Activities requiring specific Traffic Management Plans are identified as:

Planned Date	Activity Description	TMP Author
November 2025 – January 2026	Project Establishment Access Considerations	Thomas Callan – BPC Project Engineer
February – March 2026	Pipe launching works, interface with the road and public footpath	Higgins Contractors Ltd
February – April 2026	Wharf and site access considerations during pipe launching works	Thomas Callan – BPC Project Engineer
April 2026 – August 2026	Wharf and site access considerations during on land trenching operations and marine trench backfilling works	Thomas Callan – BPC Project Engineer

Traffic Management Plan

3 General

3.1 Existing Traffic Conditions

Roadway	Average Daily Traffic Volume Mon - Fri	Peak Flows
Marine Drive	9951 (est) 01/08/2024 2% heavy	06:00-09:00 and 15:00-18:00

3.2 Daily Construction Traffic Estimates

Phase of Construction	Number of Vehicles (Per Average Weekday)
Site Establishment / Site Disestablishment	2-6 Trucks per day 20-40 Cars (mainly at peak periods)
Main Construction Phase	1-5 Trucks per day 20-40 Cars (mainly at peak periods)
Trench Backfill Operations (Sand Delivery to Site)	20-40 Trucks per day 20-40 Cars (mainly at peak periods)

Truck Movements to Site per Day Average (Maximum)												
Year	2025			2026								
Month	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Site Establishment	2(5)	4 (10)	4 (10)	3 (6)	2 (4)							
Pipe Pull Works				3(6)	3 (6)	3(6)	3 (6)					
On Land Construction and Backfill				1 (5)	1 (5)	3(5)	5(40)	5(40)	5(10)	5(10)	3 (6)	0
Site Disestablishment										4 (10)	4 (10)	3 (6)
TOTAL	2(5)	4 (10)	4 (10)	7 (17)	6 (15)	6 (11)	8 (46)	5(40)	5(10)	9 (20)	7 (16)	3 (6)

4 Traffic and Access Controls During Construction

4.1 Access to the Site

The construction site access and egress will dynamic across the project duration due to the shifting nature of the works on a constrained site. There is also the additional consideration of maintaining unimpeded access to the wharf head for Centreport Ltd and other nominated wharf users. The BPC traffic management drawings included show the proposed phasing of this work. BPC proposes to employ a traffic warden/gateman for the duration to control and record movements on and off site.

Employee / contractor parking areas will be inside the construction fence in a clearly designated areas. Parking will be clearly identified and on the flat where possible. Clear entry and exit signs will be visible. No trespassing signs shall be posted in conspicuous areas throughout the job site and a list of employees who have after-hours access to the property should be available to the police. If parking demand exceeds the sites capacity, BPC will continue their relationship with the Seaview Marina for off site parking a short distance away from site, with barrier protected public footpath as a safe walking route from the car parking to the site compound.

4.1.1 Security

Fletcher aims is to provide a safe and secure working environment while also promoting the protection of the customers and Fletcher property.

While it is every employee's responsibility to work toward, maintain and preserve a secure physical work environment, further security controls will be implemented. All visitors are directed at the entrance to make themselves known at the office and sign in after reviewing the site safety requirements. The additional controls of security and perimeter fencing below are also implemented.

4.1.1.1 Gateman / Security Guard

- There will be a gateman on site during working hours (Mon-Fri 07:00-16:30). They will be in place at the entrance gate to control entry and exit of contractor personnel.
- Additionally, during fuel discharge operations a private security contractor will be present in the CPL Security facility. To reach the CPL security gate (see site plan), contractors will have to pass through the Brian Perry Civil Site. This will only be permitted to those contractors who have CPL access cards and permission to enter.
- The project gateman shall enter all movements on and off in the Procore site diary with name of the person, purpose, time in and time out.
- All contractors on the Brian Perry Site will get access card that only permits access to the BPC site through the existing security fence. Specified personnel will be given swipe card access to the main wharf, out with fuel discharge operations or at the shore officers operators discretion.

4.1.1.2 Perimeter Fencing

The site will be secured by fencing to protect the people and property within the site but also to prevent any unauthorised persons from accessing the site. All gates and barriers are to be secured outside normal working hours. The security and condition of the fencing will be inspected regularly to ensure it is still meeting the needs of the site and community.

Traffic Management Plan

The existing perimeter fence with 2 key card controlled sliding gates will remain, and remain administered by CPLs security team. Additionally, a new security fence will be installed to isolate the Brian Perry site from the Seaview Wharf. Portions of this fence will be installed in such a way as to be easily dismountable for when construction activities require this. BPC and CPL will work together to ensure such changes maintain the required level of operational security.

4.1.1.3 Outside working hours

All property and buildings must be secured. Vehicles and equipment that are not personally allocated must also be locked and disabled (where possible) overnight and on the weekends.

A project sign at the main entrance will list details of contact persons in the case of an emergency.

4.2 Pedestrians and vehicles

The following actions will keep all persons safe whether they are operating a vehicle, mobile plant, or are a pedestrian. Keeping vehicles and pedestrians separated is crucial for everyone's safety.

Traffic Management Plan

4.2.1.1 Parking

Consideration for parking for Fletcher, contractor and personal vehicles is considered when developing the TMP.

All parking is to be on the flat (where possible), clearly identified and communicated to everyone. All vehicles should be reversed parked.

Employee / contractor parking areas will be inside the construction fence in a clearly designated areas. Parking will be clearly identified and on the flat where possible. Clear entry and exit signs will be visible. No trespassing signs shall be posted in conspicuous areas throughout the job site and a list of employees who have after-hours access to the property should be available to the police. If parking demand exceeds the sites capacity, BPC could explore the option to continue their relationship with the Seaview Marina for off site parking a short distance away from site, with barrier protected public footpath as a safe walking route from the car parking to the site compound.



Traffic Management Plan

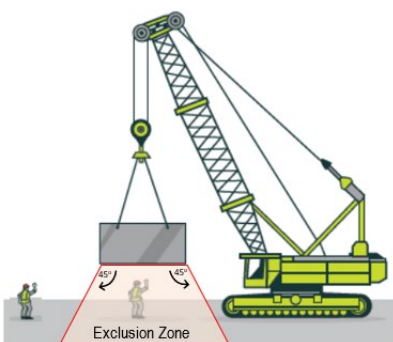
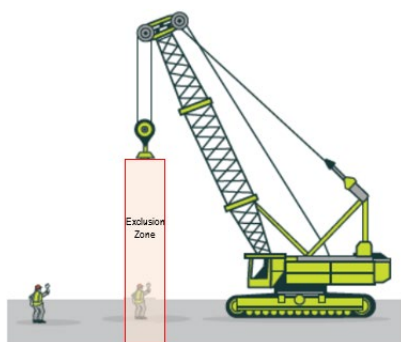
4.2.2 Exclusion Zones

At all times that vehicles (e.g. cranes, excavators) are in operation 5 metre exclusion zones will be in place. For any deviation from this requirement a JSEA needs to be implemented. During site operations dedicated Plant Only Zones (POZ) and Plant Interface Zones (PIZ) will be established and communicated to staff, subcontractors and visitors through daily briefings and site inductions.



4.2.3 Cranes

Exclusions zones are to be implemented at all times when in use or crane hook is raised (as shown below). All cranes are to have a designated parking location where the crane boom is parked when not in use.



4.2.4 Vehicle movements

Effective communication in advance of deliveries and subcontractor visits will endeavour to:

- To limit the number of vehicles on site.
- We shall provide car and van parking for the workforce and visitors away from the work area, if required
- We shall control entry to the work area.
- Plan storage areas so that delivery vehicles do not have to cross the site.

4.2.5 Unloading/loading vehicles

The location for any loading and unloading of vehicles will be predetermined using the Fletcher risk assessment process. This will include considerations for pedestrians, ease of access to product being delivered, overhead service lines, underground services, trenching requirements, the size of the exclusion zone, slope and condition of the surface.

Exclusion zones will be implemented and followed at all times when loading and unloading

Traffic Management Plan

The driver of the vehicle it to stand in the allocated driver safety zone(well away from both the delivery vehicle and the unloading vehicle) at all times during loading or unloading.

4.2.6 Vehicle Operators

Brian Perry Civil shall take steps to make sure that all workers are fit and competent to operate the vehicles, machines and attachments they use on site by, for example:

- checks when recruiting drivers/operators or hiring contractors;
- training and inductions shall be given to drivers and operators;
- manage the activities of visiting drivers
- clear signage for all vehicle activities

People who direct vehicle movements (spotters) shall be trained and authorised to do so.

4.3 Summary of Mitigation Measures

Traffic management measures will be planned and implemented to a level appropriate for the activity or work site. In accordance with COPTTM, traffic management measures will be implemented in order to fully consider the safety and level of service provided as the travelling public approaches, passes through and continue beyond the Project area.

The following sets out broadly the proposed mitigation measures and the procedures which will be adopted to manage the impacts identified in Section 2.2 above.

The range of traffic control mitigation measures expected to be implemented are summarised in the table below. It has three components:

- **Traffic control activity.** This column lists the types of traffic control activities that may be implemented for construction of the Project.
- **Impacts.** This column outlines the impact of the traffic control activity on pedestrians, cyclists, residents, businesses, public transport, and general traffic.
- **Typical mitigation measures.** This column outlines the types of measures that will be considered in development of SSTMPs and management of the Project.

Traffic Management Plan

Traffic Control Activity	Impact	Typical Mitigation Measures
TTM in road reserve	Disruption to road users	- Shoulder closure expected to have minimal impact. - Keep duration of shoulder closure to a minimum
Footpath closure / detour	- Inconvenience to pedestrians and residents along route; - Increased exposure of pedestrians to traffic	- Letter drops to affected businesses and stakeholders in advance of works in the area; - Provision of warning and advisory signage prior to and during the closure; - Project team to advise interested parties/ stakeholders of closures in heavily trafficked areas; - Provision of convenient pedestrian detour routes well in advance of the closure to provide safe and convenient crossing; - Provision of temporary pedestrian access to property within the construction corridor.
Shoulder closures	- No room for incident management, breakdowns etc. - Increased severity of recurrent and non-recurrent congestion	- Install warning signage - Remove closure when not in use
Site access	- Truck movements reducing traffic capacity through a closure; - Reduced traffic safety due to truck manoeuvring in or out of the closure; - Impact on capacity of access routes arising from higher proportion of trucks - Increased traffic on access routes resulting in congestion and increased travel times	- Avoid peak traffic flow periods where practical - Optimise transport loads to minimise vehicle movements

4.4 Turning vehicles

The need for vehicles to reverse shall be avoided where possible as reversing is a major cause of fatal accidents.

One-way systems can reduce the risk, especially in storage areas. A turning circle could be installed so that vehicles can turn without reversing where possible throughout the project.

When reversing is unavoidable additional controls are to be implemented including spotters, exclusion zones and extra visibility requirements.

Traffic Management Plan

- Lighting - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather.
- Clothing - pedestrians on site shall wear day/night high-visibility clothing at all times

4.5 Overhead lines

There are no overhead lines on the site. There is however overhead pipework at the wharf head, this will be communicated to all delivery vehicles. All overhead lines will be identified by bunting and detailed on the site entrance map.

5 Visibility

If vehicles reverse in areas where pedestrians cannot be excluded the risk is elevated and visibility becomes a vital consideration.

Fletcher shall consider:

- Aids for drivers - mirrors, CCTV cameras or reversing alarms that can help drivers can see movement all-round the vehicle.
- Spotters - who can be appointed to control manoeuvres and who are trained in the task.
- Lighting - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather.
- Clothing - pedestrians on site shall wear day/night high-visibility clothing at all times



6 Signs and instructions

All drivers and pedestrians shall know and understand the routes and traffic rules on site. All employees and contractors will be trained in the traffic management plan before starting work on site. Visitors will be escorted by a nominated person who has been trained and knowledgeable in the traffic management requirements.

The site will implement the following:-

- Standard road signs
- The speed will be limited to 5 kph on site and strictly enforced. On the approach wharf (within the CPL boundary) the speed limit is 20kph.
- Signs will clearly indicate the traffic management plan. This will include traffic direction, pedestrians zones and loading/unloading areas.
- The traffic flow sign will be placed at all entrance points to the site and on the site notice board
- Provide ongoing training for drivers, employees and contractors as construction progresses to ensure everyone is familiar with any changes.
- Monitor the condition of the site, and take remedial action for any surface degradation
- Action will be taken if at any point the dust from vehicles is impacting the environment, workers or the community.
- Site access will be assessed regularly by the project manager or EHS Advisor to ensure that no changes in road condition, traffic numbers or community impact. If any issues are identified action will be taken immediately to review and if required alter the traffic management plan. Appendix - Traffic Management inspection checklist.

Traffic Management Plan

6.1 Site Traffic Flow Signage

The flow of traffic will be clearly defined in the traffic flow sign and be on display at all entrance locations. The Traffic Layout is detailed in the **Appendix A**

The signs will:

- Clearly show the flow (direction arrows) in pictorial format
- Entrance and exit to site
- The speed limit – 5 km/h
- Driver Safe Zone – where any truck drivers is expected to be during any loading or unload of vehicles
- Required PPE
- Reversing Requirements
- Unloading/loading vehicle zones explained
- Truck - pedestrian exclusions zones - minimum 5 meters
- Forklift - pedestrian exclusion zones - minimum 5 meters
- Crane - pedestrian exclusion zones
- Visitor sign in location
- First aid kit location
- Emergency evacuation points
- Location of hazardous substance storage
- Location of any overhead powerlines

7 Access to site

When access to site will impact on any public roads a risk assessment will be completed and traffic management implemented. Public road traffic manage plan will take into consideration local requirements and Fletcher standards. When local legislation is not set the New Zealand Code of Practise for Temporary Traffic Management (CoPTTM) will be used as a guide.

8 Storage

Storage of materials is pre-planned to minimise the disruption to traffic and work flow. All the below are considered when allocating material storage locations.

8.1 Access routes/aisles/walkways

Walkways shall:

Traffic Management Plan

- Be clearly identified (for example suitable floor markings can be used to indicate walkways/aisles, work areas, storage areas etc);
- Provide separate routes for vehicles and pedestrians, with clearly marked and designated pedestrian crossing zones
- The site office and welfare facilities will be either side of the site access road. This is an unfortunate consequence of the tight site confines and works sequencing. There will be a strict 5kph limit through this area, with a speed bump installed either side of the crossings to slow traffic further.
- Be separated from storage areas, by means of suitable physical barriers
- Protection of walkways from falling items -Where items are stored adjacent to walkways (e.g. pallets, or timber) controls shall be implemented to prevent the stored items from falling onto walkways.

8.2 Work at height

Storage areas shall set up to:

- Identify and minimise the need for access to height when planning storage systems;
- Provide suitable, safe means of access. The safest means mobile elevating work platforms or scaffolding
- All subcontractors and supplier will be briefed to pre sling loads prior to arrival wherever possible to reduce the opportunity for exposure to work at height whilst offloading.
- If required for particular operations, the Fletcher Permit to Work at Height system must be adhered too.

9 Pedestrian safety

9.1 Site Fencing

All open excavations will be fenced off using 1.8m high fencing or covered with trafficable “Vanguard” type road plates.

9.2 Pedestrian Routes

All pedestrian routes are to be kept clear of materials, equipment and general debris. Any pedestrian diversion routes implemented must be on a suitable non-slip surface and free of trip hazards. Secured access ramps are to be used where a temporary pedestrian route crosses a full height kerb.

10 Cyclist safety

The existing shared path outside of the site boundary will need to be temporarily diverted during the pipe pull works. Refer to Appendix D for details.

Traffic Management Plan

11 Construction Operations

11.1 Special Operations

Where construction operations occur on Council Property, the necessary permits will be applied for.

12 Parking

12.1 Tradesman Vehicle Parking

See section 4.2.1.1

Brian Perry Civil will not support illegal parking of construction related vehicles.

13 Deliveries

13.1 Onsite Deliveries

All contractors will be instructed to ensure delivery vehicles use the access road provided when delivering materials and this will be co-ordinated by Brian Perry Site Management. There will be an expectation that delivery drivers phone the BPC gateman in advance of their arrival to get the all clear.

Engineers and supervisors must add all planned deliveries and timings to the daily briefing, so appropriate plans can be put in place for safe offloading and storage of goods.

During the pipe install works, 36m long pipe strings will be delivered outside of peak traffic hours by PTS. They will be responsible for organising appropriate traffic management for these.

14 Pedestrian Safety

14.1 Site Fencing

The security fence around the compound will remain as a physical demarcation for pedestrian/ cyclists using the new Signage for traffic and pedestrians will be provided as appropriate.

During the pipe pull operations, and the construction of the firing line temporary works, there will be some disruption to the existing public cycleway. This will be controlled as per the DRAFT Traffic Management Plans supplied by Higgins Contractors Ltd. (Appendix D)

15 Liaison

15.1 Site Traffic Management Supervisor (STMS)

Name:	Travis Medhurst
Company:	Higgins
Mobile:	027 605 0934

15.2 Affected Parties

Liaison with affected stakeholders will be undertaken by Brian Perry Civil/Z Energy. Communication associated with traffic management activities will be undertaken on a case-by-case basis depending on the

Traffic Management Plan

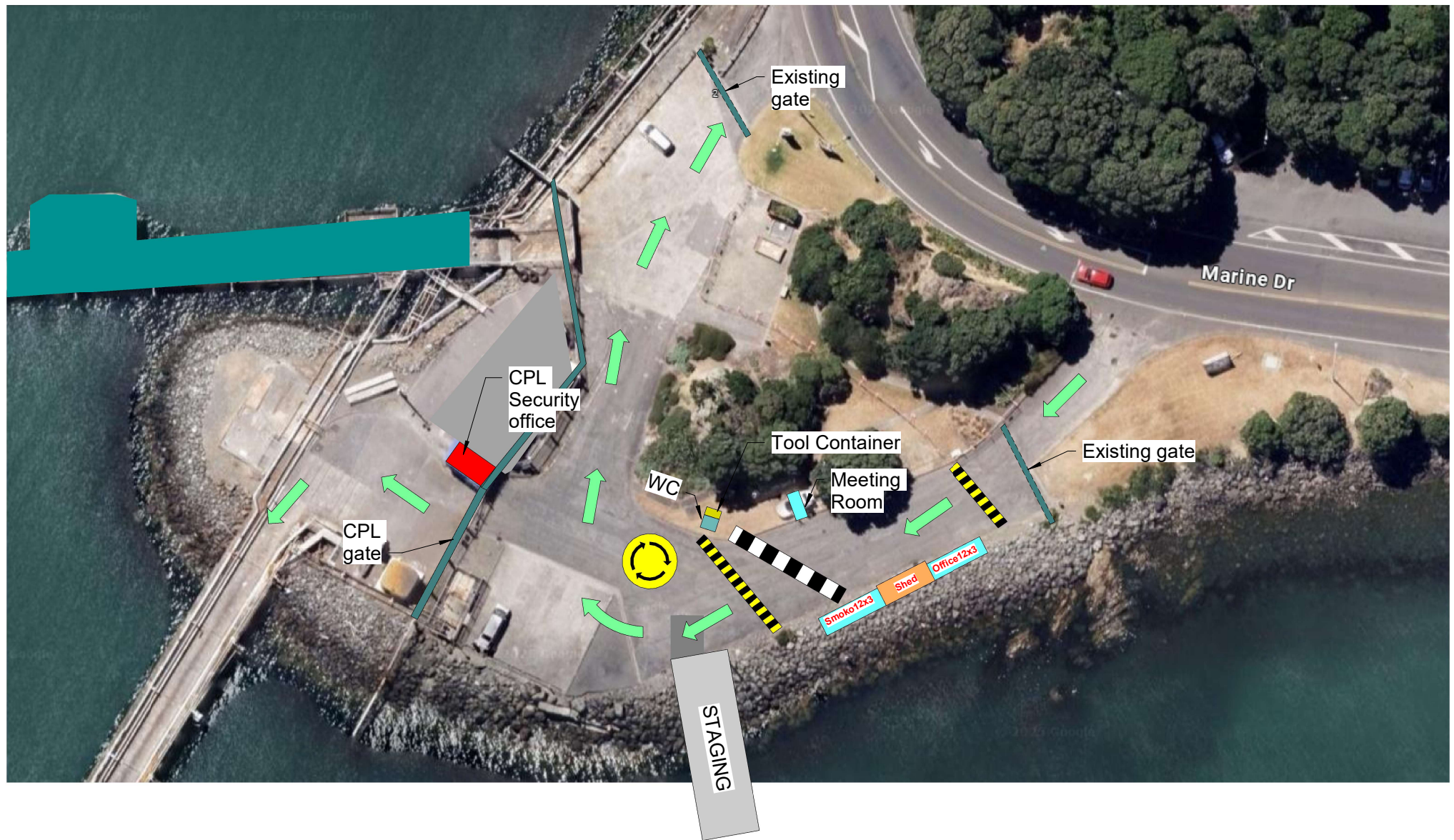
location and impact of the construction and traffic management activities. Communication may include some or all of the following, as part of a project Stakeholder Communications Plan:

- Letter drops to affected businesses and other stakeholders
- Flier drops to cars parked in affected areas in advance of works in the area;
- Use of project signage or information boards where necessary;

Appendices

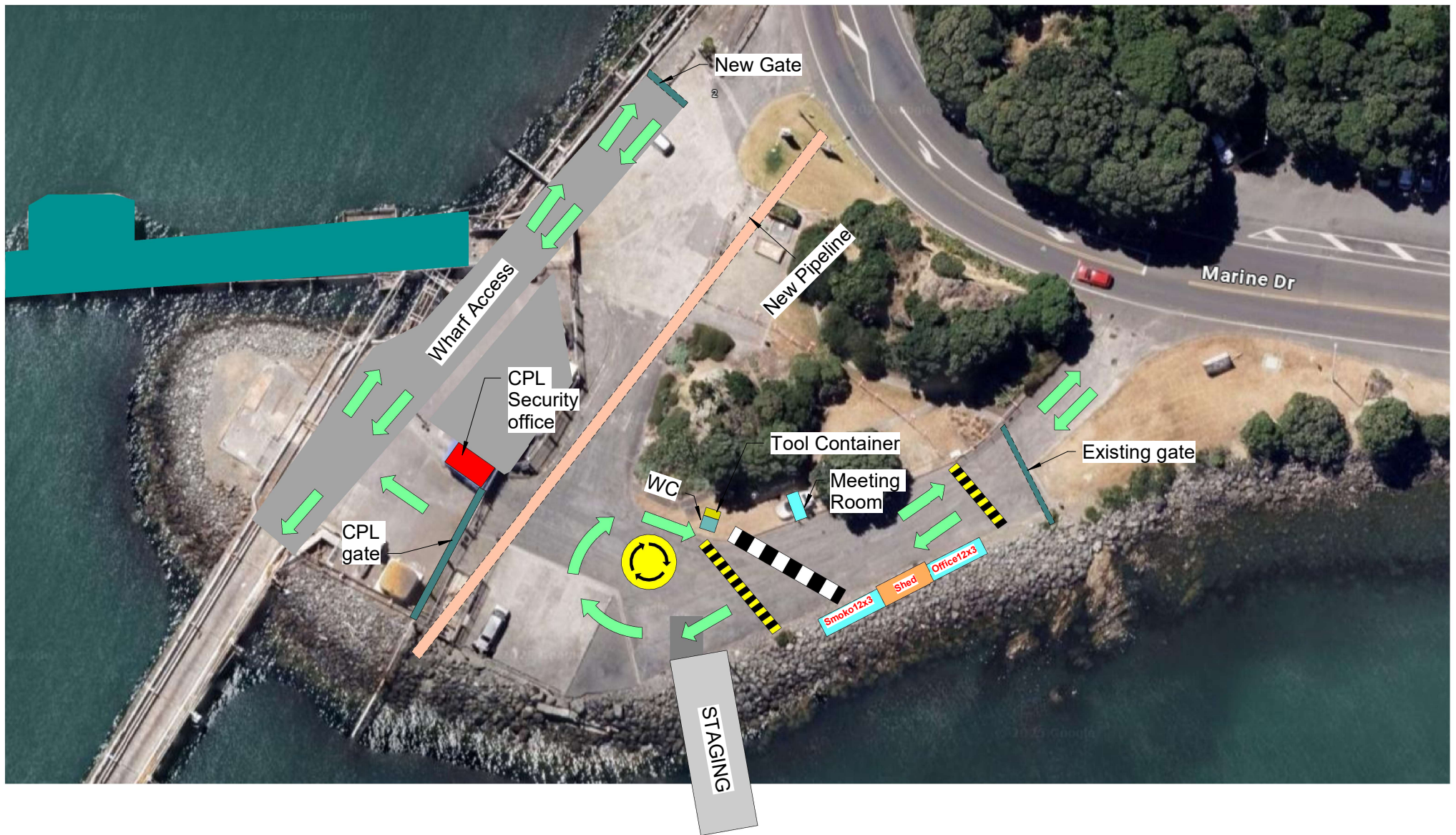
Appendix A -Site Access Plans – Site Establishment Works

Appendix A -Site Access Plans – Site Establishment Works

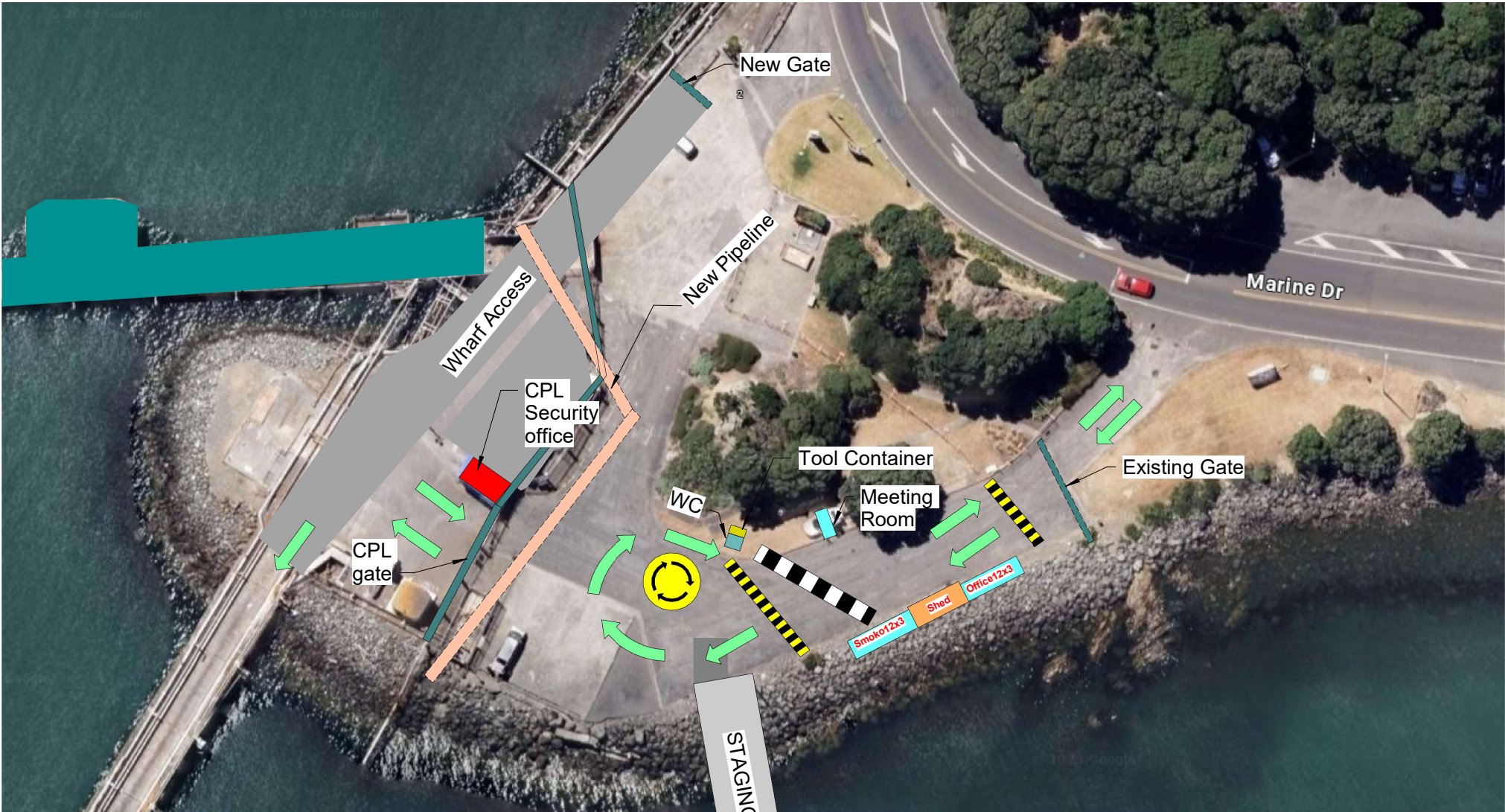


Appendix B -Site Access Plans – During Pipe Pull Works

Appendix B -Site Access Plans – During Pipe Pull Works



Appendix C -Site Access Plans – Onshore Trenching Works



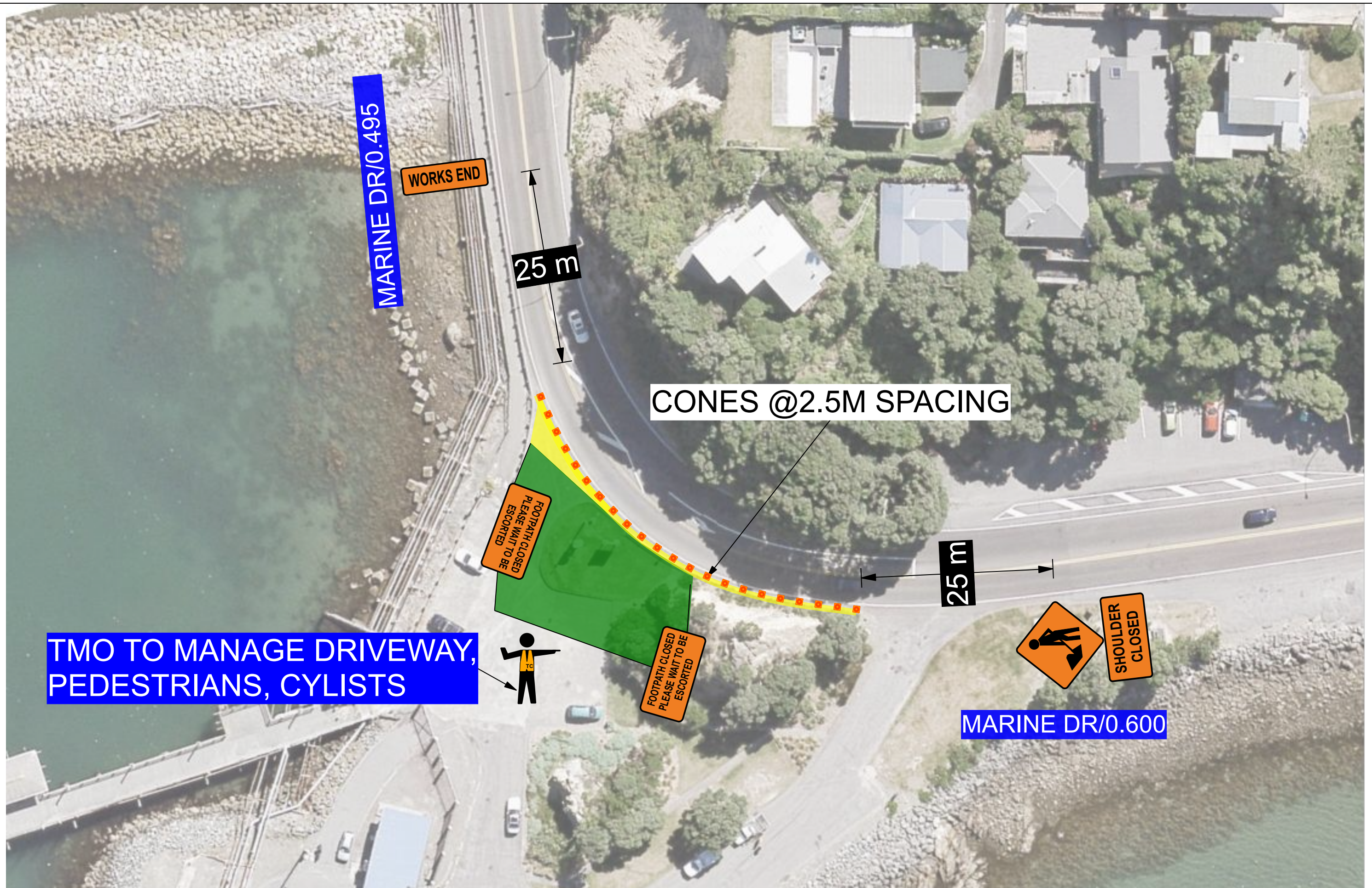
Appendix D -Higgins DRAFT TMP – Pipe Pull Works (Road Reserve)

SSTMPs will be prepared for all works within the public road reserve and submitted to the Hutt City Council Corridor manager for approval via Submitica. No works are to commence in the road reserve until the written approval of the relevant SSTMP and Works Access Permit have been issued by the corridor manager.

The plans below are in draft format at this stage.

Page 1 – shoulder closure to allow temporary re-routing of shared pathway. TC's on site to escort pedestrians and cyclists through the closure.

Page 2 – shoulder closure in place, pedestrians and cyclists using the re-routed shared path.



Contractor (TTM):

HIGGINS
showing the way

Designer:

Jayaprakash
AB-P, C-NP
108071

Client:



Project:

Hutt city wharfline Stage -2- Seaview

Title:

Shoulder Closure

Discipline: Traffic Management

Drawing Number:

Revision:

1.0

