



**PURPOSE: To confirm appropriate balance of impacts vs construction needs, and that relevant info has been taken into account.**

If Traffic Impact is reduced to a level TIM is comfortable with (refer TIM Minutes), then TMC is authorised to approve. If Traffic Impact is unchanged from FWP submission, then report back to TIM for decision. If TIM uncomfortable with proposed impact, then follow TOMP escalation process.

## 1. JUSTIFICATION

- What is the scope of work, and what roadspace is needed to physically accommodate the work?
- What Working Space has been allowed around the actual work?
- Where / How will Site Accessing occur?
- Have any other reasons been given for the amount of roadspace requested?

*Basic Test: Is the amount of requested roadspace justified for the construction work, or is it excessive?*

## 2. METHODOLOGY

- Are there any other options available to carry out the work that would reduce roadspace and/or traffic impacts? eg Low Volume periods (Nightshifts, Weekends, Holidays), One Lane operation instead of Full Closure, Alternative Plant options, Alternative Stockpile / Access locations, Tidal flow options, Alternative TTM devices to reduce lateral safety zone requirements etc.
- What are the critical elements of the work?
- What is the Sequence and Timeline for the work?

*Basic Test: Does the methodology propose a reasonable balance of impact vs construction needs, or is it weighted too heavily to one side?*

## 3. TRAFFIC IMPACT ASSESSMENT

- What assessment has been carried out to date?
- What traffic impacts are expected, and how are they proposed to be addressed? Eg vehicle, pedestrian, cyclist, bus, business, local resident, worksite etc needs.
- Have the priority road user demands been allowed for? Eg peak approach volume, school traffic, key trip generators / attractors in the area.
- Have access needs through network been considered? Eg detour routes / bus service redirects from adjacent worksites, tour bus access to hotels, heavy vehicle / oversize access routes.
- Could we change the direction of flow to assist network demands?
- What risks do Site Accessing and Site Operations present to traffic flow?
- Have neighbouring worksites and future planned works in the area been considered?

*Basic Test: Do we have a good prediction of traffic impact and risks, or are we uncertain what the impacts and risks are?*

## 4. MITIGATION

- What Mitigation Strategies are proposed to minimise impacts?
- Do these meet CTOC guidance documents?
- Has sufficient lead time been allowed to implement these?
- Have any comms or conversations been carried out to date? If so, what is stakeholder feedback?
- Can anything else be done (where practicable) to reduce impact?

*Basic Test: Have Strategies been considered (and lead time allowed for) that will address the predicted impacts and risks, or have these not been developed yet?*



## 5. CERTAINTY

- How certain is this work?
- Have realistic dates and timeframes been proposed?
- Are resources guaranteed to be available?
- Are contingency dates required for risk of adverse weather or delay to work progress?

*Basic Test: Is this work relatively certain of going ahead as indicated, or is there still a lot of uncertainty?*

## 6. CONTINGENCY PLANS

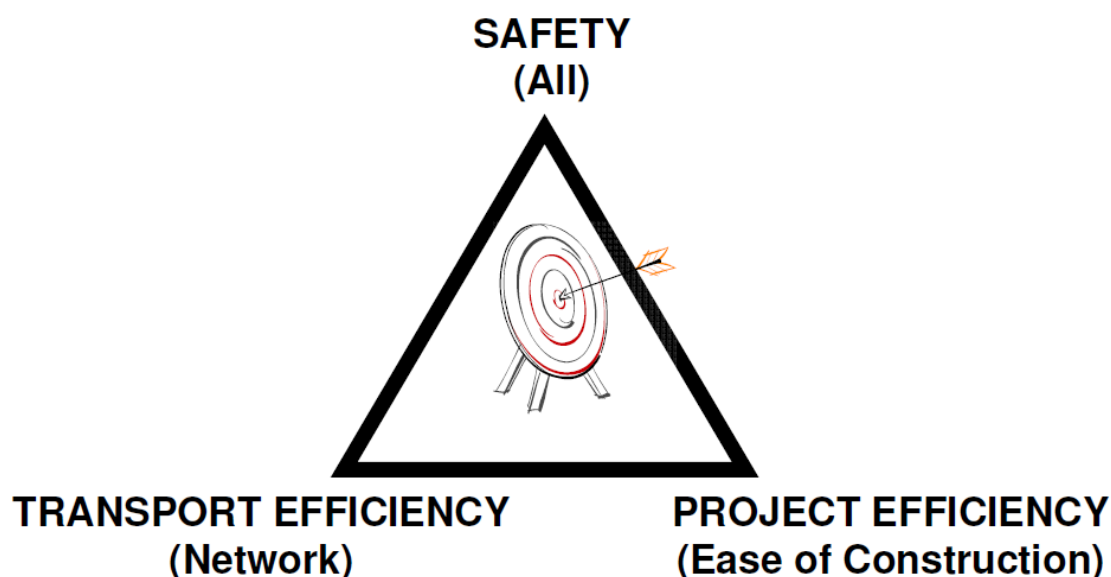
- What contingency plans will be enacted should works not go according to plan?
- What backup is in place for the critical elements of the job?
- What changes / updates will be needed to Mitigation Strategies?

*Basic Test: Have critical risks been considered and mitigated through contingency planning, or have these not been developed yet?*

## 7. ECONOMIC JUSTIFICATION FOR METHODOLOGY

- If the Traffic Impact is Significant, how thoroughly have the Total Costs to Road Users been assessed?
- Can we say with certainty that the proposed methodology results in the lowest overall cost to NZ?

*Basic Test: Does the methodology propose the lowest overall cost to NZ, or has it only considered costs to Construction?*



**OUTCOME:** At the end of the PLD, it should be clear to the CTC rep whether an appropriate balance of impacts vs construction needs has been proposed, and whether relevant info has been taken into account. The triangle above may be useful to keep in mind.

The recommendation back to TIM should confirm whether they support the Traffic Impact as submitted, support with conditions, or do not support it (with reasons supplied).