

## 2. Operating on the Road

Council allows certain works and public events to be carried out on or near the roadway providing these are undertaken in a safe manner and do not damage the road asset.

### 2.1 Purpose

This policy is intended to

- Prevent injury to road users including pedestrians and cyclists
- Prevent damage to the road surface, drainage and roadside furniture (signs etc)
- Minimise delays to the travelling public

### 2.2 Key Linkages

- Tasman Resource Management Plan
- Traffic Control Bylaw 2016
- Land Transport Rule - Traffic Control Devices 2004 (including amendments)
- Health and Safety at Work Act (2015)
- Code of Practice for Temporary Traffic Management (New Zealand Transport Agency)
- New Zealand Guide to Temporary Traffic Management (New Zealand Transport Agency)

### 2.3 Policy

Council allows work or public events to be carried out on or near the roadway providing damage to the road asset does not occur and a Temporary Traffic Management Plan approved by Council is in place.

#### Note

*Where the road surface is going to be disturbed for the installation of a private or public utility then an approved Corridor Access Request will need to have been issued by Council along with an approved Temporary Traffic Management Plan, before any work on the road can begin, see Council's other Transportation Policies regarding utilities and services on road.*

### 2.4 Process – Working within Road Corridor/Public Events within Road Corridor

#### Approval for Operating in the Road Corridor

When undertaken private works within the road **corridor**, an "Agreement to Work" is required from Council. The Agreement to Work is granted at the discretion of the Council Transportation Manager and grants permission for private /third party works to be undertaken within the road corridor.

An Agreement to Work does not cover the ownership of a third party / private asset in the road. For more detailed information on having permission to have private asset or infrastructure installed in a road corridor is here: [Agreement to occupy a road | Tasman District Council](#).

#### Temporary Traffic Management Plan (TTMP)

Where the work involves working either from or in the roadway including the shoulder of the road or a public event is being held on the roadway then a Temporary Traffic Management Plan in accordance with the New Zealand Guide to Temporary Traffic Management must be in place, irrespective of how busy the road is. For a very low volume road then the level of traffic management required will be to a lower standard than a road

carrying high traffic volumes.

Applicants shall provide a proposed traffic plan to Council prior to commencement of the works or public event. All necessary safety measures and associated costs shall be the responsibility of the applicant.

The Temporary Traffic Management Plan details shall depend on the site parameters and the nature of the operation. Random audits of sites may be carried out to ensure compliance with the approved TTMP. Council can provide advice and suggest those who are able to assist in developing a Temporary Traffic Management Plan.

## **2.5 Process – Where a Temporary Traffic Management Plan (TTMP) is Not Required**

A TTMP is not required in the following instances:

Stock Droving or at a Stock Crossing, however in these instances temporary warning signage is still required. See Council's Stock Control and Droving Bylaw 2022;

**If you are uncertain about whether your work or event requires a TTMP, please contact the Council.**

### **Comment**

*In all cases some form of warning signage needs to be in place to ensure the travelling public have fore warning of what to expect ahead.*

## **2.6 Process – Damage to the Road or Road Assets**

Where the road surface including that of the road margin is damaged or disturbed then it shall be reinstated to a similar condition or better than prior to the area being disturbed and to the satisfaction of Council.

It is important that water tables and openings to culverts are reinstated.

The cost of reinstatement and repair of the road surface including kerbs, traffic islands and footpaths etc due to work undertaken under Council's Corridor Access Request, shall be at the permit holders expense.

Where signs including road marker posts are damaged or removed then these should be reported to Council's Road Asset Engineer enabling them to be put right. It is important that signs in particular are reinstated correctly as these may be a critical safety feature..

### **Comment**

*Where the road surface is damaged then, the cost of reinstatement and repair shall be on those responsible for causing it and not at the expense of all ratepayers.*

*Where damage to signage occurs it is better to have the damage reported and get it repaired than to leave it unattended and risk the chances that it may lead to a crash. The signs of primary importance are all Regulatory and Permanent Warning Signs.*