



6

WHARF

TRAFFIC
MANAGEMENT
PLAN (TMP)

NAPIER^o
PORT

DOCUMENT CONTROL

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FINAL			

CONSULTATION

ASSOCIATION	
NAPIER CITY COUNCIL (NCC) – (ROBBIN MALLEY)	YES
KIWIRAIL (JENNIE HUMM)	YES
NZTA (OLIVER POSTINGS)	YES

CERTIFICATION PROCESS

DOCUMENT SENT TO HBRC FOR CERTIFICATION	DATE
Napier Port	26/11/19

PLAN CERTIFICATED/APPROVED

AUTHORITY	DATE
NZ TRANSPORT AGENCY	21/11/19
HAWKES BAY REGIONAL COUNCIL	10/12/19

CONSENT CL 180008C – REFERENCES

CONDITION	PAGE REFERENCE WITHIN THE PLAN
24 (a)	Section 4
24 (b)	Section 4
24 (c)	Section 4, 5

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1. INTRODUCTION

The purpose of this Traffic Management Plan, is to outline how the additional traffic generated by the development of the new wharf at Napier Port, will be managed.

It considers vehicle movements too and from the port, and how access to the port will be managed. However, this management plan does not discuss movements within the port. Movements within the port are discussed in the Site Access and Security Management Plan.

This management plan also discusses any impacts on pedestrian routes due to the additional traffic arising from the wharf development.

2. TRAFFIC MANAGEMENT GOVERNANCE

The Construction Traffic Management Plan is a working document. This document will be reviewed regularly during the delivery phase of the project and updated as necessary. Feedback sought from key stakeholders. The Construction Traffic Management Plan will be amended to reflect any appropriate improvements identified as part of the review or feedback process. The key stakeholders with respect to the management of construction traffic include;

- NZ Transport Agency
- Napier Port
- Napier City Council
- KiwiRail
- Key material suppliers/subcontractors
- Key suppliers/subcontractors to Napier Port

3. LOCATION

Napier Port lies immediately Nth of Napier's Bluff Hill, just North of Napier's CBD. There are two entrances to the Port, both on Breakwater Rd (SH50). One gate at the Western end, the other to the East. The construction activities due to the development of the new wharf structure will gain access to the site via the Western entrance as the primary entrance. The Eastern gate may also be used depending on operational requirements



Figure 1: Napier Port Gate Locations

The intersection at the Western gate is signalised. There is a railway line that passes through the road to the Port, just North of the intersection at Breakwater Rd. Barrier arms are in place to control traffic while rail traffic passes through the intersection. A shared use path runs parallel to the railway and through the intersection. Traffic entering the gate, can do so travelling either East or West. Likewise, traffic entering onto Breakwater Rd can travel in a Westerly or Easterly direction.



Figure 2: Layout of the Western Gate

Pedestrian routes will not be modified due to the construction works, nor will they be impeded because of the additional traffic generated by the wharf construction. The existing pedestrian crossing incorporates pedestrian islands and fully signalised.

4. MANAGING CONSTRUCTION TRAFFIC

4.1 CONSTRUCTION TRAFFIC – TO THE PORT

The development for the new wharf structure will generate construction traffic, particularly, material deliveries by road. Some materials may be delivered by sea to the port. Approximate deliveries over the duration of the project are expressed as a single vehicle movement to site, (double to assess number of vehicles passing security) will include;

- Ready-mix concrete (approx. 43,000m³ = approx. 9500 vehicle movements)
- Reinforcing steel (approx. 7,500t = approx. 1000 vehicle movements)
- Timber
- Structural Steel
- Steel Casings (approx. 10,000m = delivered by sea)
- Fuel
- Pavement aggregates (approx. 12,000m³ = 800 truck movements)
- Other construction materials
- Cement (for Ground Improvements – likely to originate within the port) (approx. 6000m³ = approx. 700 vehicle movements)
- Wharf furniture (delivered by sea)
- Rock for revetment (delivered by sea)
- Other consumables
- Mobilisation and demobilisation of Construction equipment (approx. 100 truck movements)

The bulk of truck movements will be generated by ready-mix concrete and reinforcing steel deliveries. Occasionally concrete pours will be required to be undertaken at night. It is likely these will be on a fortnightly cycle with about 75 concrete truck loads per pour, plus construction traffic such as concrete pumps and small vehicles.

The figure below locates these key suppliers and maps the delivery routes from these suppliers to the Western entrance to the Port. As shown, most of this route is via the state highway network, namely SH2, SH50 and SH50A. Construction traffic will be diverted away from Marine Parade and Napier CBD where ever possible.

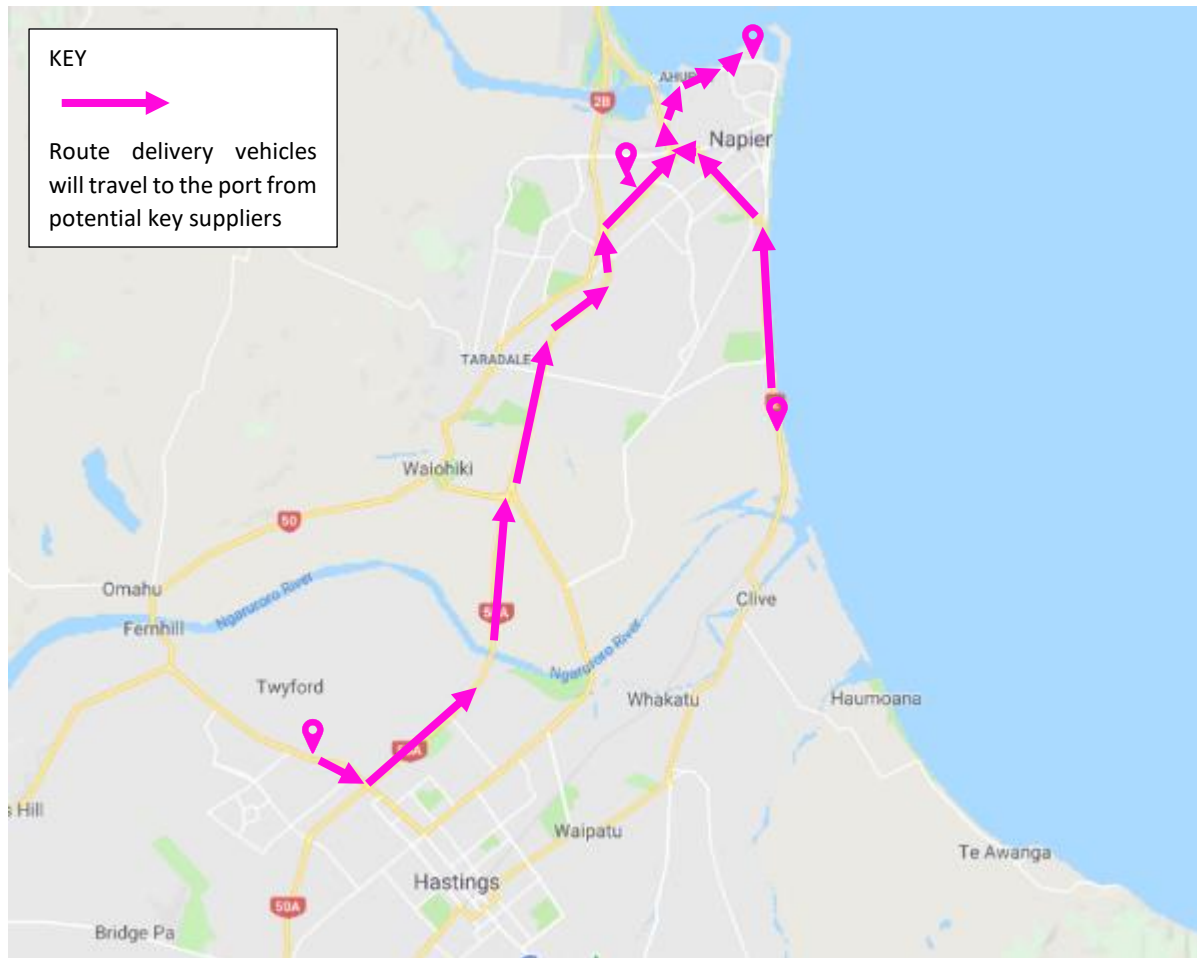


Figure 3: Delivery Routes of Key Suppliers

Other materials or consumables that are sourced locally are unlikely to be supplied to site in large quantities. As such, most of these deliveries will be via light vehicles or small trucks. These deliveries will be infrequent. Again, deliveries will be diverted away from Marine Parade where ever practicable.

For materials sourced from further afield, the routes into Napier and to the Port follow the state highway network. In this scenario, Marine Parade and Napier CBD will be avoided.

Access via marine parade will only be used if the primary route of Georges Drive/SH50 is closed. If this occurs, then traffic will observe the 40km/hr courtesy limit. The stretch of Marine Parade between Georges Dr and Napier Port will not be used by construction traffic between the hours of 6pm and 8am at any time.

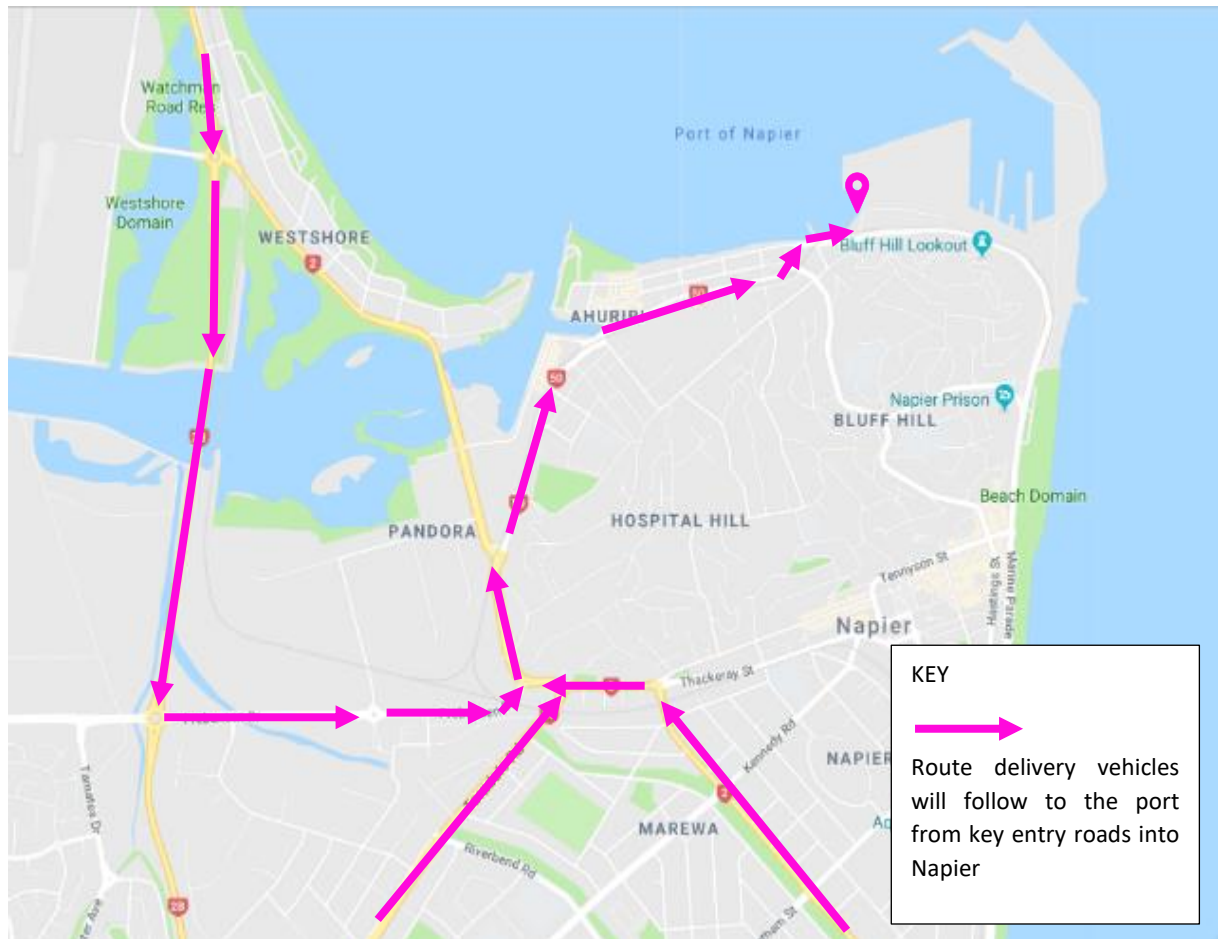


Figure 4: Delivery Routes Travelling into Napier

The mobilisation of any heavy plant, or loads that are over dimension, will be managed in accordance with NZ Transport Agency's guidelines.

4.2 CONSTRUCTION TRAFFIC – AT THE PORT

All deliveries and construction traffic generated as part of the new wharf development will be via the Western entrance to the Port. The Eastern entrance to the port will only be used if the Western gate is unavailable. An area designated to the construction of the new wharf will be isolated from the rest of the normal Port operations. As such, any interactions between construction traffic and Port operations are limited to the entrance to the port.

The layout of this entrance will not be modified and continue to operate as it does now.



Figure 5: Plan of Construction Site

Parking will be made available within the site compound for all construction vehicles. Construction vehicles will not be permitted to park along breakwater road unless unavoidable.

Access to the construction zone will be managed in two ways. Wherever possible, light vehicles and deliveries will be managed to the West of the Western gate, bypassing the need to access the construction zone by travelling through the Port. An area will be allocated here for receiving delivery vehicles, and the goods unloaded here, or the vehicle escorted to another area of the site to be unloaded. This area is away from the Port entrance, and by providing a clear pathway to this point, delivery vehicles will not linger near the gate or at the intersection with Breakwater Rd.

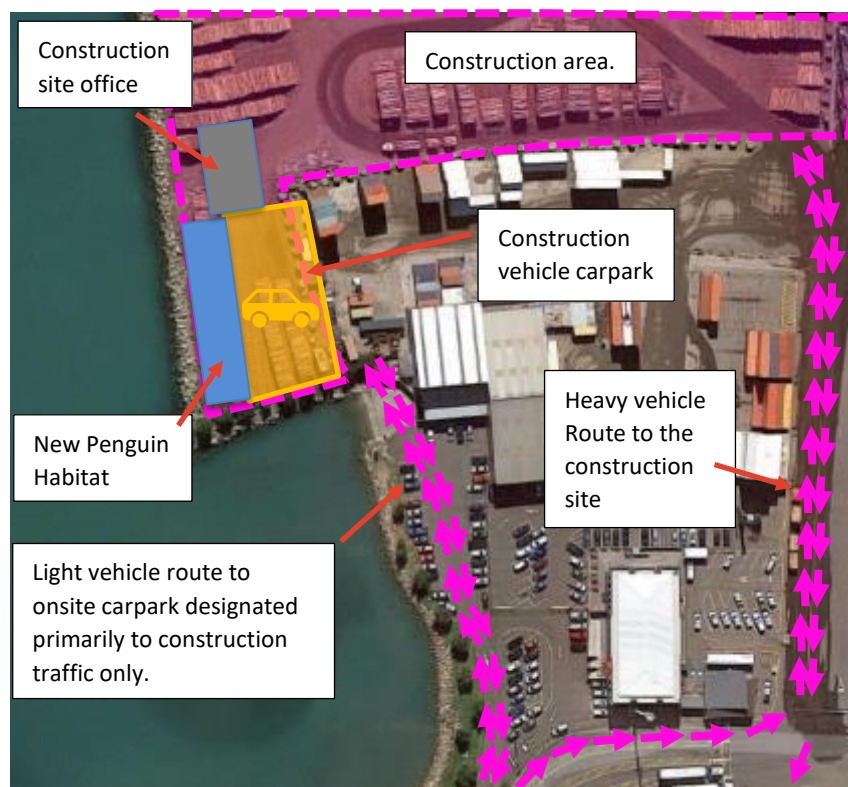


Figure 6: Parking and Delivery Area

Where this is not possible, heavy vehicles such as concrete trucks, trucks carting aggregate, or long delivery vehicles, will access the construction zone through the Port. Lane one of the container cargo entry will be, when required dedicated to construction traffic. This will aid in the management of the Port operations, limiting any unnecessary disruption caused by unmanaged construction vehicle movements.

This will limit the amount of construction traffic passing through the Port, minimising the risks associated with plant on plant incidents/accidents, and cause less disruption to the operation of the Port.



Figure 7: Construction Site Access

The Site Access and Security Management Plan (SASMP) discusses how vehicles movements within the port will be managed.

During periods where construction traffic to the Port increases for a short period due to materials supply, e.g. ready-mix concrete for a concrete pour or aggregate for pavement construction, deliveries will be spaced apart to avoid any traffic queuing at the entrance to the Western gate.

4.3 MANAGING THE RAILWAY CROSSING

The existing rail corridor crossing at the Western gate has recently had significant safety upgrades (completed early 2019). The crossing now incorporates traffic signals linked to barrier arms

specifically for the ports Western gate entry lane. Construction traffic entering and exiting the port will be managed without modifying the current rail crossing. Construction traffic will at no point be allowed to queue over the railway line

5. CONSULTATION

Condition No. 24 of Consent No. AUTH-123841-02 (CL180008C), requires this plan to be developed in consultation with Napier City Council and KiwiRail.

NZTA

- NZTA have reviewed the draft TMP and have no concerns with what is proposed. “The intersection is well controlled by traffic lights and barrier arms so is suitable for a large volume of traffic” Oliver Posting – Manager – System Management – Hawkes Bay/ Gisborne. See attached “Appendix A”

Kiwi Rail

- Due to the recent safety improvements undertaken at the Ports Western gate entry off Breakwater road, the effect on the KiwiRail corridor crossing due to construction traffic is deemed to be minimal. Construction traffic will enter the port in line with existing port traffic.

Napier City Council (NCC)

- There are several road/intersection improvement projects currently planned along the various entry routes to Napier port. As part of the traffic management plan review upcoming works that may affect the routes into the port will be highlighted by the Napier City Council.
- Construction activities involving periods of increased traffic to the port will be avoided if possible during periods of increased public traffic due to events around the port area, such as Art Deco weekend and public holidays. If an activity involving increased construction traffic is unavoidable then construction traffic will be spaced apart to avoid disruption.

6. REVIEW PROCESS

The Construction Traffic Management Plan will be reviewed regularly, and at a minimum once yearly after initial certification by HBRC, during the construction phase of the project. The stakeholders as identified above, will be consulted with a view to;

- Refine delivery routes
- Refine site access procedure
- Implement strategies to minimise any disruption if any is noted
- Implement changes due to a change of scope of the project
- Implement changes due to a change in the procurement process e.g. materials delivered via sea vs road
- Anything else that will materially impact the delivery of the project or mitigate effects on key stakeholders

Any changes to the plan shall be discussed in advance with the Hawkes Bay Regional Council and the change is to be submitted and certified prior to any activity associated with the change commencing.

Once these changes are adopted, a copy of the revised Construction Traffic Management Plan will be made available to the key stakeholders.

7. SECURITY

7.1 NAPIER PORT SECURITY

Access to Napier Port is managed via two access gates, one to the West, the other to the East. Napier Port is securely fenced along its landside boarder with Napier.

The new wharf development is at the Western side of the Port, and the Western gate is best positioned to manage access to this area. This gate is the main container cargo entrance.

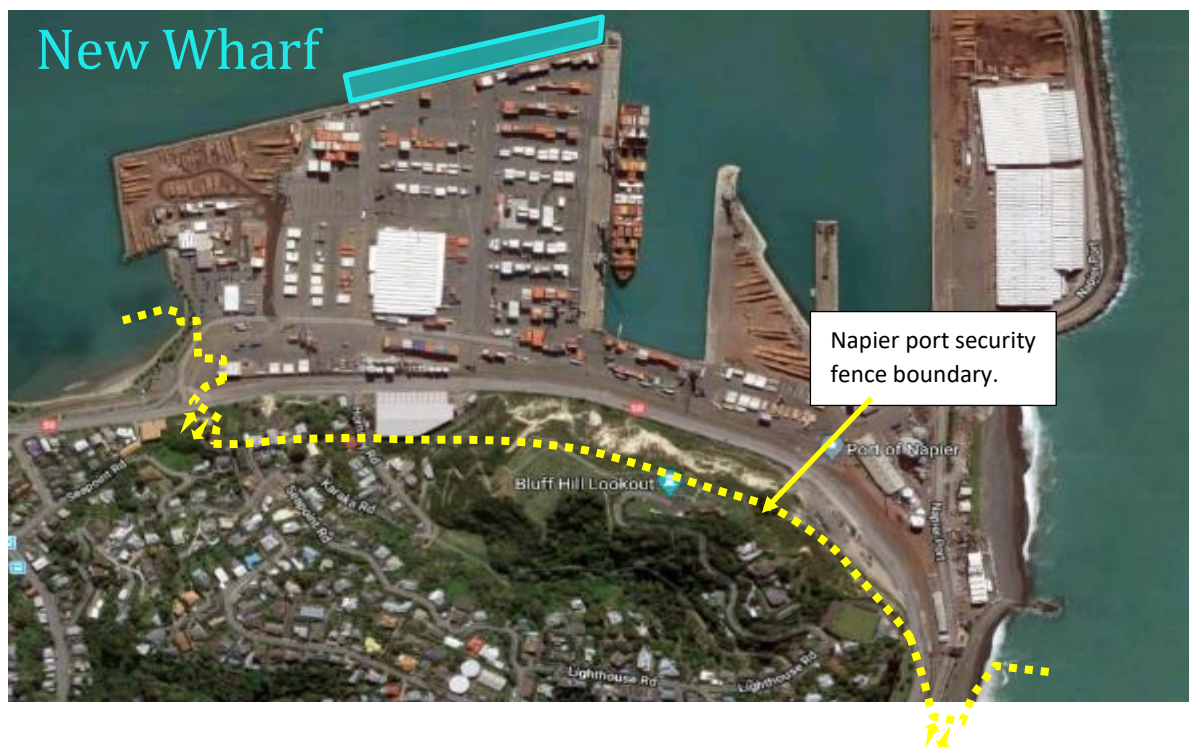


Figure 8: Napier Port Existing Security Features

7.2 PROPOSED SITE ACCESS AND SECURITY

The existing security features of Napier Port are robust, and no additional security features are deemed necessary in association with the development of the new wharf. However, as a Health and Safety consideration, the construction zone will be isolated from the Port operations to limit as far as is practical, interactions between the two operations. A temporary security fence will be erected between the construction zone and Port operations. Refer to the Site Access and Security Management Plan which details these features.

APPENDICES

APPENDIX A – NZTA, TMP REVIEW RESPONSE

RE: 191115 - Napier 6 Wharf Construction - Draft TMP

Oliver Postings <Oliver.Postings@nzta.govt.nz>

Thu 21/11/2019 8:45 AM

To: GLENN Thomas <Thomas.Glenn@heb.co.nz>

Cc: Ben Grapes <Ben.Grapes@nzta.govt.nz>

Hi Tom,

We have reviewed the proposed TMP and have no concerns with what is proposed. The intersection is well controlled by traffic lights and barrier arms so is suitable for a large volume of traffic.

Regards

Oliver

Oliver Postings / Manager- System Management- Hawkes Bay/ Gisborne

System Management

Transport Services

DDI +64 6 974 6502 / M +64 21 221 3483

E oliver.postings@nzta.govt.nz / W nzta.govt.nz

From: GLENN Thomas <Thomas.Glenn@heb.co.nz>

Sent: Friday, 15 November 2019 4:07 PM

To: Oliver Postings <Oliver.Postings@nzta.govt.nz>

Subject: 191115 - Napier 6 Wharf Construction - Draft TMP

Afternoon Oliver

As discussed with you on Wednesday

I work for HEB construction and am part of the team that will be starting constructing the new Napier 6 Wharf in the new year.

Part of our consent requires consultation with NZTA, KiwiRail and NCC during the development of our Traffic Management Plan as the interested parties.

In general we don't expect there to be any great impact on the SH network.

Can you please have a look over this Draft TMP and come back to me by Wednesday 20th Nov if you have any queries.

Please don't hesitate to give me a call if you want to discuss any items.

Thanks

Tom

Thomas Glenn
Project Engineer
HEB Construction Ltd



+64 27 504 4831

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