



Access Road Construction Traffic Management Plan
Part of the Project Traffic Management Plan

July 2025

Document Revision History

Revision No.	Author	Organisation	Date	Reviewed by (name, organisation, role)	Date
1	D. Cornish	MGL	23.05.2025	Andrew Metherell, Stantec New Zealand, Transport Engineering Team Lead	11.07.2025
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1 Introduction

1.1 Purpose

The purpose of this Access Road Construction Traffic Management Plan (CTMP) is to implement a phase of the Project Traffic Management Plan (PTMP) recommended by the Integrated Transport Assessment (ITA) being submitted with the Fast Track Approvals Act application for the Bendigo Ophir Gold Project (BOGP). That phase relates to establishment of road infrastructure improvements recommended by the ITA.

The CTMP is prepared to ensure the safe and efficient movement of vehicles, pedestrians, and cyclists in and around the BOGP work site while minimising disruption to the surrounding community and road network. It outlines strategies and control measures that will be implemented to protect road users and workers during the duration of construction. The CTMP is designed to comply with relevant regulations and standards, support the continuity of traffic flow, and maintain safety by identifying and mitigating potential hazards.

The detailed design and construction methodology will be confirmed following consenting, and as such the provisions in this CTMP are preliminary and will be refined as part of the construction planning phase to ensure the relevant objectives are achieved.

More specific temporary traffic management plans (TTMP) will also be required to be submitted to and approved by the relevant road controlling authorities, being New Zealand Transport Agency (NZTA) for works on SH8, and Central Otago District Council (CODC) for works on other local roads. Those TTMP are subject to requirements of the NZTA New Zealand Guide to Temporary Traffic Management and potentially its predecessor, the NZTA Code of Practice for Temporary Traffic Management (for local road works only). These plans are typically prepared by or for the contractor.

This CTMP will be treated as a living document and updated as the project progresses. Given that the project construction methodology will evolve, the plan must remain flexible to reflect changing conditions and requirements. As different project areas are established, site-specific temporary traffic management measures will be incorporated to ensure safety and efficiency are maintained throughout the work.

1.2 Objectives

The objectives of this CTMP is to provide a traffic management plan for the public road improvements phase of the BOGP. This forms part of the overarching Project Traffic Management Plan recommended by the BOGP Integrated Transport Assessment, and proposed as a condition of consent.

This CTMP balances the following matters:

- **Ensure Safety:** Protect the safety of workers, road users, and pedestrians by managing the risks associated with construction-related traffic.

- **Minimise Disruption:** Reduce the impact of construction traffic on public roads, residents, and businesses by maintaining traffic flow and access.
- **Manage Vehicle Movements:** Control the entry, exit, and movement of construction vehicles to prevent congestion, delays, and conflicts with general traffic.
- **Ensure Regulatory Compliance:** Meet local government and road controlling authority (RCA) requirements for construction activities on or near roadways.
- **Promote Effective Communication:** Provide clear information to all stakeholders, including road users, residents, and emergency services, about traffic changes and disruptions.
- **Support Project Efficiency:** Coordinate traffic operations to support timely and cost-effective delivery of the construction project.

2 Project Description

Construction works the subject of this CTMP involves the upgrading of existing roads and intersections, and construction of the mine access roads. The proposed works traverse both public road corridors and private land. The intention of the upgrades is to allow the road network to accommodate a higher volume of light and heavy vehicle movements to support the mine function over the life of the BOGP.

The proposed location of the BOGP is in the Thomsons Saddle area, in the Dunstan Mountains. Access to the mine entrance is on Thomsons Gorge Road 1.6km south of Ardgour Road. That access is reached via existing legal road being SH8 Ardgour Rd and Thomsons Gorge Road. Thomson Gorge Road can be accessed from various locations, with the primary access route for mine traffic being via Ardgour Road.

The construction works include:

- **SH8 / Ardgour Road:** Upgrading of SH8 Tarras-Cromwell Road / Ardgour Road intersection to allow construction of a dedicated right turn bay from SH8 onto Ardgour Road.
- **Ardgour Road / Thomson Gorge Road:** Upgrading the intersection of Ardgour Rd and Thomson Gorge Road to reflect a change in priority of movement.
- **Thomson Gorge Road Upgrading:** Upgrading the existing gravel road between Ardgour Road and the new Ardgour Rise Road intersection.
- **Mine Access Road:** Construction of a new road to the laydown area at the mine entrance that traverses private property from the new Ardgour Rise Road intersection. This is on private land separated from the public road network. There will be no public access. No public traffic management will be required. Earthworks will proceed under company Health and Safety protocols.

The general location of each of these work projects is shown in Figure 1.



Figure 1: Site Context

3 Project Programme

The project programme will be confirmed following consent. The preliminary forecast of the project programme is as per proposed construction programme below:

1. Mine access road

- **Start:** October (pending approvals)
- **Duration:** Approximately 4 months
- **Notes:**
 - Construction of the Thomson Gorge Road section is planned as part of the early works.
 - Timing is subject to capital expenditure approval.
 - Programme must allow flexibility to adjust start or completion dates depending on approvals.

2. Ardour Road/Thomson Gorge Road Intersection and Thomson Gorge Road Upgrade

- **Start:** October (pending approvals)
- **Duration:** Approximately 4 months
- **Notes:**
 - Timing is subject to CODC approval
 - Programme must allow flexibility to adjust start or completion dates depending on approvals.

3. SH8 Intersection Upgrade

- **Start:** Following FTA approval (date to be confirmed)
- **Duration:** Approximately 4 months
- **Notes:**
 - Works cannot commence until final FTA approval is granted.
 - Detailed design approvals and authorisation to carry out works is required from NZTA ahead of construction commencing.
 - Programming of SH8 works may overlap or follow Thomson Gorge Road works depending on approval timing and site coordination.

4 Environmental Context

An Integrated Transport Assessment has been prepared as part of the Fast Track Approvals Act application for the Matakanui Gold Ltd (MGL) consent applications. That report describes the existing transport environment in detail. A summary of the local transport environment is provided below.

SH8 is a nationally important highway, and maintaining through traffic in both directions with minimal delay is of high importance. Works on the road need to be well coordinated by MGL with NZ Transport Agency Waka Kotahi (NZTA) as the road controlling authority to minimise disruption, and construction methodology and traffic management procedures will need to be cognisant of that. Traffic volumes on SH8 are approximately 2,400 vehicles per day. The single lane bridge over the Lindis River adds some complexity to traffic management works, and will be a key consideration for the SH8 / Ardgour Road project.

Ardgour Road is a local road servicing the wider community, with a sealed two lane carriageway and with operating speeds of approximately 90-95km/h. Traffic volumes are approximately 300 vehicles per day. There is a lack of convenient alternative routes, so wider route availability will be a consideration in traffic management planning.

Thomson Gorge Road is an unsealed local road, with a narrow carriageway. At its northern end it services several smaller rural properties, as well as larger rural landholdings with a range of different land uses. Traffic volumes are approximately 125 vehicles per day, and the operating travel speeds are approximately 65 km / h. The road also provides continued access to the Dunstan Mountains, which will attract less familiar road users from further afield.

Matilda Rise connects Thomson Gorge Road to Bendigo Loop Road to the west. Matilda Rise is a slow speed low volume and low standard road with a primary function of providing land access.

The bus service for Tarras School uses SH8 and Ardgour Road. The morning service operates from about 7:45 AM to 8:30 AM with the afternoon bus leaving the school at about 3:00 PM.

5 Temporary Traffic Management Strategy

The detailed construction methodology will be confirmed following consent; however it is expected that the normal operating environment of the road network will be changed during the construction works, and a temporary traffic management approach will need to be implemented. Based on typical construction processes, an outline of works and approach to temporary traffic management has been set out to guide the preparation of more detailed plans for construction.

All traffic management will be subject to NZTA traffic management approvals on SH8, and CODC on Thomson Gorge Road and Ardgour Road. To gain those approvals, the contractor will prepare a detailed set of traffic management plans demonstrating safe movement through the site, contingencies, and traffic management when workers are not on site. As part of that process they will liaise with the relevant traffic management co-ordinators to ensure the works satisfy the requirements of the New Zealand Guide to Temporary Traffic Management (NZGTTM), and potentially the NZTA Code of Practice for Temporary Traffic Management (COPTTM) if still being applied at CODC.

5.1 SH8 / Ardgour Road

5.1.1 Project Description

The SH8 / Ardgour Road intersection safety improvements will include minor earthworks, pavement construction, pavement surfacing, drainage improvements and line marking. The widening will be to enable a right turn bay on SH8 and associated changes around the intersection.

5.1.2 Construction Methodology

The first stage of works will involve earthworks to enable widening of the carriageway. This may be undertaken in advance of the NZTA pavement surfacing season, September to March.

A site compound is expected be formed on the northern side of Ardgour Road east of the highway. Deliveries to the site will be via SH8 either direct to a working area or to the site compound.

The planned construction methodology is proposed as follows

1. A traffic management plan shall be applied for to set a one-way system for traffic-by-traffic lights or manual stop go depending on the area being worked. This will be approved by the relevant administering authority.
2. Site preparation and establishment
 - a. Set up of TTM including cones, barriers and delineation
 - b. The work areas shall be demarcated by using a lane closure. Only one side shall be worked on at any one time.
3. Service location and protection
 - a. Services shall be located by ground radar and trace wire sensing.
4. Earthworks and pavement construction

- a. Cut and recompact the road verges and form the pavement prep
- 5. Pavement surfacing
 - a. Sealing one side at a time with a traffic lane closure
- 6. Intersection markings and signage
 - a. Close lanes temporarily for line marking and installation of any permanent signs
- 7. Demobilisation and site reinstatement
 - a. Reinststate paddock edges, fences or water access
 - b. Remove TTM

5.1.3 Approach to Temporary Traffic Management

During the construction phase, vehicle movements through the construction area will need to be carefully managed to maintain safe through route access. At various stages of construction this is expected to require alternating one-way movement to provide safe separation from working areas.

Traffic controls (stop/go signs or signals) will be used to manage the one-way movements and monitored to ensure that any delays to general traffic are minimised as far as practical. A temporary speed limit will be applied through the construction zone to ensure construction personnel and road user safety.

The traffic controls employed will consider any property access requirements for adjacent landowners.

A Variable Message Sign (VMS) could be used for early notification and prior warning to motorists prior to and during construction works commencing.

Ongoing monitoring of traffic flow is essential. Plans should allow for adjustment based on observed congestion, safety incidents, or feedback from stakeholders.

5.2 Ardgour Road / Thomson Gorge Road

5.2.1 Project Description

The intersection will be realigned to provide better visibility and control of movements at the intersection. The realignment on Thomson Gorge Road will 'square up' the intersection. The construction work is expected to include minor earthworks, pavement construction, pavement surfacing, drainage improvements and line marking.

5.2.2 Construction Methodology

The Thomson Gorge Road realignment may occur as an initial stage of works to maintain site or resident access on Ardgour Road. The pavement surfacing will occur when conditions are suitable. CODC may have different restrictions to NZTA regards winter month pavement surfacing.

Construction traffic will access the construction site via Ardgour Road with a site compound situated between Ardgour Road and Thomson Gorge Road intersection.

The planned construction methodology is proposed as follows:

1. Site preparation and establishment
 - a. Local resident discussions and plan activities around the residents' requirements. Due to the very low traffic volume of non-residential use the road shall be closed to non-residents. Matilda rise shall be used as the alternate route for the duration of the works.
 - b. Ardgour road intersection shall remain open for traffic continuing on Ardgour road, as a single lane on stop go traffic light system.
 - c. Set up temporary traffic management (TTM) including cones, barriers, and delineation
2. Service Location and protection
 - a. Identify underground and overhead utilities
 - b. Use localised shoulder closure or stop/go traffic during service exposure
3. Earthworks and Pavement Construction
 - a. Excavate and prepare subgrade in half-widths of the intersection
 - b. Maintain traffic flow on one side while working on the other (staged construction)
 - c. Use temporary speed restrictions to protect workers and prevent dust nuisance
 - d. Water cart for dust suppression as required
4. Drainage installation
 - a. Install any necessary culvert, kerb and channel sections under partial closures
5. Pavement surfacing
 - a. Apply surfacing single
 - b. Use pilot vehicle or temporary detours during sealing operations
6. Intersection Markings and Signage
 - a. Close lanes temporarily for line marking and installation of permanent signs
7. Demobilisation and site reinstatement
 - a. Remove TTM progressively
 - b. Restore berms, accessway and landscaping.

5.2.3 Approach to Temporary Traffic Management

The project works at the intersection will disrupt movement through both Ardgour Road and Thomson Gorge Road

During the construction phase, the Ardgour Road and Thomson Gorge Road may be reduced to alternating or priority single lane movement with a temporary speed limit in place. The preferred Temporary Traffic Management option involves 3-way temporary traffic lights or manual signs. Due to the length of detour routes, it is recommended that full road closures are avoided or if required, are for short periods only, and notified well in advance to road users and the local community. Preferably only one approach at a time would be closed to minimise overall detour requirements.

An objective of the traffic management approach is to achieve adequate access through the construction site for nearby residents, school bus operations, and landowners due to the length of the detour route. This will on occasion need to be suitably balanced with consideration of worker safety, constructability, and impacts on duration of works.

It is noted that a full road closure will have a detour to the north of approximately 21km (greater than 15 minutes travel time) along Ardgour Road/SH8, and 21km (greater than 25 minutes travel time) to the southwest along Thomson Gorge Road/Matilda Rise/Bendigo Loop Road/SH8/Ardgour Road.

On that basis full road closure should be implemented by exception only following detailed review of impacts on local resident access, suitability of detour routes and project efficiency and worker safety benefits. In the event that a full road closure is required, then this will need to be notified in advance. The contractor is to endeavour to maintain a practical level of access through the site for nearby residents and landowners where possible.

Detour routes for general road users that may use the route occasionally, such as for recreation travel, shall be well signed in advance, including on detour routes where necessary to minimise disruption and overall travel times.

Ongoing monitoring of traffic flow and property access is essential. Plans should allow for adjustment based on observed safety incidents, or feedback from stakeholders.

5.3 Thomson Gorge Road Upgrading

5.3.1 Project Description

The widening of Thomson Gorge Road will include earthworks, pavement construction, pavement surfacing, drainage improvements and possibly line marking. Based on the length of road to be widened, it is likely that the works will be implemented in sections.

Each section of works will typically involve two stages: the first stage would form the widening required offline with the second stage constructing the road on the existing road. Using this staging would provide access to residents throughout the construction phase.

Construction traffic is planned to access the construction sites via Ardgour Road with a site compound situated near the Ardgour Road and Thomson Gorge Road intersection or alongside Thomson Gorge Road.

5.3.2 Construction Methodology

The planned construction methodology is as described in Section 5.2.2:

5.3.3 Approach to Temporary Traffic Management

The road construction is expected to be disruptive to normal use of Thomson Gorge Road, as it involves a full reconstruction of the road.

It is likely that the road will need to be closed to the general public and a detour route signed via Matilda Rise and Bendigo Loop Road. A secondary traffic management provision is to achieve adequate access through the construction site for nearby residents on Thomson Gorge Road due to the length of the detour route.

The alternate route involves a detour of up to approximately 21 km (more than 25 minutes travel time) along Thomson Gorge Road/Matilda Rise/Bendigo Loop Road/SH8/Ardgour Road. It is

important that the road closure and need for detour for the general public is well signed and notified in advance, to minimise additional travel time and distance.

Where possible, due to the length of detour routes, full road closures shall only be implemented when justified after consideration of worker safety, constructability, and impacts on duration of works.

For residents and landowner access, single lane access on a suitably trafficable surface shall be maintained through the construction site, with on-site personnel well briefed on how to support safe access through the site.

In the event that a full road closure of Thomson Gorge Road is required with further restrictions on resident access, then the duration of any closure should be minimised and discussed directly with affected residents to ensure suitable access arrangements are achieved.

Ongoing monitoring of property access is essential as the site construction works progress along Thomson Gorge Road. Plans should allow for adjustment based on observed safety incidents, or feedback from stakeholders.

5.4 Mine Access Road

5.4.1 Construction Methodology

The Mine Access Road will be constructed on private land and will include earthworks, pavement construction, pavement surfacing and drainage improvements.

It is expected that the Mine Access Road construction will commence at the Thomson Gorge Road Access and progress towards the mine.

Construction traffic will access the site from Thomson Gorge Road with a site compound located at the access.

5.4.2 Approach to Temporary Traffic Management

Minimal effects are expected on the road operating environment as construction work is occurring outside the public road network.

The contractor shall ensure a TTMP is in place for the construction tie-in works to Thomson Gorge Road and construction access to site.

To support supplier access to the new mine site and road construction, suitable project signage will be provided at Thomson Gorge Road.

There is unlikely to be any impact on access for landowners along Thomson Gorge Road.

6 Community Notifications

The construction works and associated traffic management will have different levels of impact on road users and the community, and notification requirements will vary for different users. The TTMP will include specific periods of notification.

Advance notification to General road users:

- Use of VMS on SH8 for SH8 works ahead of construction start, and prior to any temporary works involving longer than typical driver delay.
- Advance notification warning signage for users of Ardgour Road and Thomson Gorge Road setting out expected periods of road works and periods of closure. Positioning of signs at a location enabling drivers to read the sign safely.
- In addition, a notice of planned works should be provided on a community information website and / or community social media.
- Project contact details to be included.

Directly impacted property owners / residents' notification:

The proposed level of notification to affected landowners is shown in Figure 2 below.

- The red areas show properties with access that could be directly affected by construction works and should have primary notification, for example, contact by contractor prior to work commencing.
- The orange areas should have secondary notification (for example letter drop) as the property access is not directly affected by construction, but is likely to affect travel routes in the area.

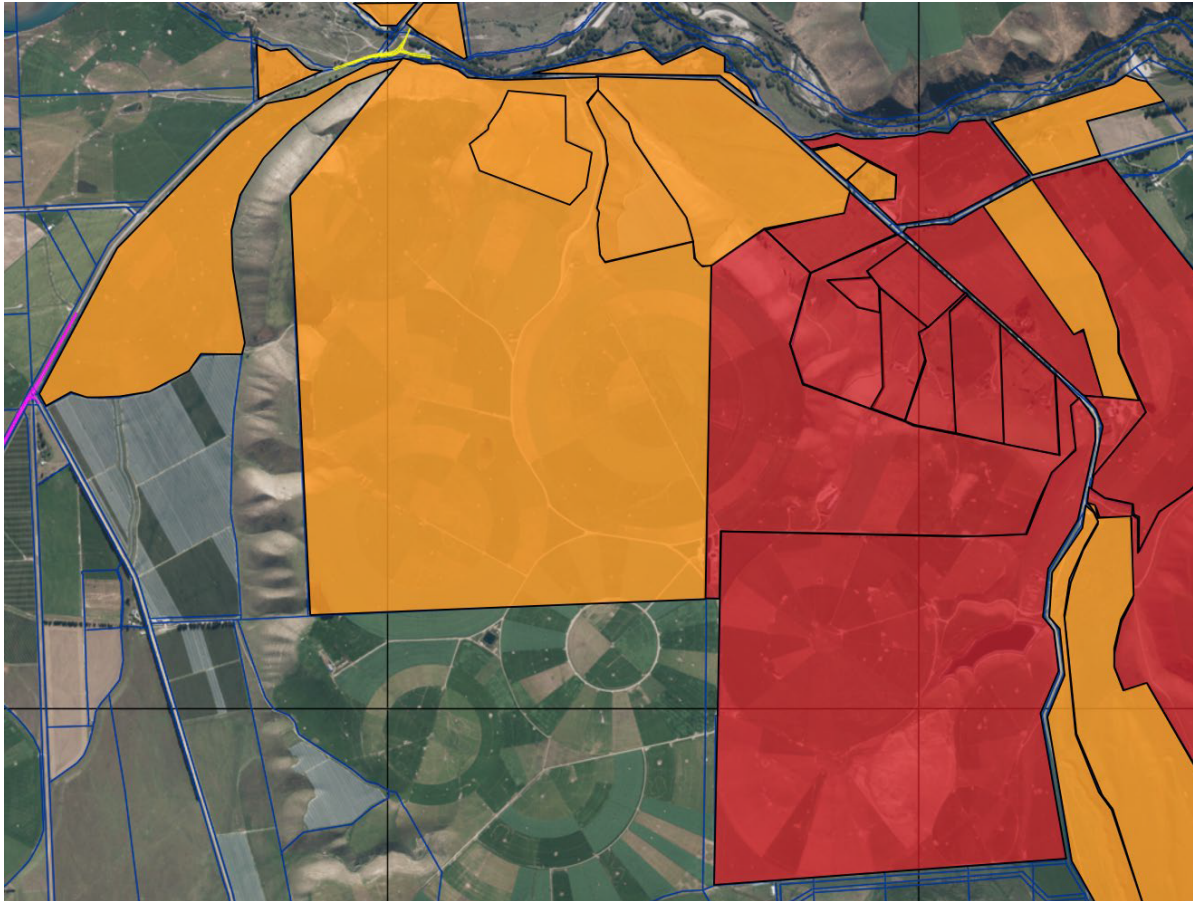


Figure 2: Landowner notification recommendation

School Bus Services

The contractor shall contact the school bus service prior to work commencing on SH8 and Ardgour Road. The contractor shall maintain adequate or agreed access for school buses through the construction sites to minimise disruption to residents.

Emergency Services

Standard temporary traffic management procedures are to be followed with respect the need to notify emergency services of temporary works that have the potential to disrupt their service of the community, and include contingencies for emergency services passage through the site.

Consider Feedback on Traffic Management

Where community feedback is provided on traffic management measures, the contractor shall seek to ensure the community is informed, and work collaboratively to seek practical solutions particularly for directly affected site access requirements.

7 General Temporary Traffic Management Considerations

7.1 Traffic Impacts and Mitigation Planning

Effective planning of traffic routes and flow is essential to ensure safe, efficient and minimally disruptive movement of vehicles around and within the construction site.

The current overarching traffic strategy for SH8 is to maintain through movement with traffic management controls, so that traffic impacts are minimal and comparable to other state highway roading projects. As a nationally important route, all traffic management will be carefully managed under NZTA inputs to the strategy.

The strategies for local road works are to find a suitable balance between construction duration and constructability, worker safety, resident/landowner access, and management of excessive detours. That will include some local road closure for general traffic, whilst maintaining access for residents and directly impacted landowners along the worksite. This is considered consistent with typical traffic management practice for this type of project.

The Contractor and MCL will engage with stakeholders ahead of and throughout the construction process to minimise disruption.

7.2 Construction Site Access Routes

The TTMP for each work site should identify the expected and preferred approach routes for construction traffic so that any changes in the operating performance of the roads can be managed. The proposed Site Access routes are via SH8, Ardgour Road, and Thomson Gorge Road.

7.3 TTMP Process and Traffic Control Measures

Temporary Traffic Management Plans (TTMP) are to be approved by CODC and NZTA and be in accordance with this CTMP ahead of any works or traffic control on the public road network. The contractor shall follow these key inclusions and procedure for TTMP approvals.

1. Contractor's suitably qualified personnel to prepare a detailed TTMP consistent with this CTMP.
2. Submit completed TTMP to RCA for approval, including any public notification requirements.
3. Adequate notification of affected parties prior to implementation of TTMP.
4. Implementation of TTMP and monitoring during physical works.
5. Refinement of TTMP in coordination with RCA.
6. Continual notification of affected parties of any changes during physical works.
7. Removal of TTM as per TTMP.

Traffic Control Measures are essential to ensure the safety of the public, site workers and road users while minimising disruption during construction activities.

- **Signage-** Regulatory, warning, and directional signs must be installed in accordance with NZTA Waka Kotahi's New Zealand Guide to Temporary Traffic Management (NZGTTM). Appendix one, *Traffic Management Designs*, demonstrate the locations of signage to be used on site.
- **Temporary Traffic Signals-** portable traffic lights will be used to manage single-lane traffic flows, intersections and areas where visibility is limited.
- **Traffic Controller-** Trained personnel will be used to direct vehicles and monitor effectiveness of traffic management controls.
- **Speed Limits-** Temporary speed limits will be imposed within and around every construction site.
- **Barriers and Cones-** Physical barriers, bollards or cones will be used to separate construction zones from active roadways and pedestrian areas to enhance safety.
- **Communication and Public Notices-** advance notification to the public and stakeholders will occur to allow local residents to plan their journey, reduce confusion and improve stakeholder relations.
- **STMS-** all traffic control measures must be overseen by certified personnel, such as a Site Traffic Management Specialist (STMS).
- **Detours-** temporary detours will be in place to ensure a safe work zone for construction personnel. Detours shall be managed and a route agreed in conjunction with the RCA. Adequate communication and notification shall be allowed to inform local residents of the detour and any potential changes. The road condition of the Detour route needs to be maintained throughout the detour implementation.

7.4 Site Worker Safety

Site workers are often exposed to high-risk environments involving moving vehicles, machinery, and dynamic site conditions. This CTMP will include the following key measures:

- Clear separation requirements between vehicle operating zones and worker walkways using barriers, fencing or delineation to reduce the risk of collisions.
- All site workers must wear appropriate personal protective equipment (PPE) including high-visibility clothing and safety boots.
- Workers will undergo a site-specific induction which covers this CTMP.
- Speed-limits will be implemented on site, to reduce the risk involved with moving vehicles.
- Two-way radios will be used between workers and vehicle operators to prevent misunderstandings and promote positive communication.
- Toolbox talks and pre-start meetings will be conducted to update workers on current hazards, traffic changes and site-specific risks.
- Site supervisors and/or health and safety officers will regularly monitor worker behaviour and traffic interactions, enforcing protocols and making adjustments as needed.
- A system will be in place for workers to report near-misses or safety incidents, with follow up investigations and improvement to traffic management procedures.

7.5 Communication and Notifications

Effective communication and timely notification are essential elements of this CTMP to ensure that all stakeholders, including the public, workers and authorities, are informed, safe and prepared for traffic disruptions. The following key measures will be implemented:

- Stakeholder engagement- early and ongoing communication with key stakeholders, including CODC, NZTA Waka Kotahi, landowners, residents, utility providers, and nearby businesses.
- Public notification will be provided in advance regarding any time delays and detours.
- All site workers and contractors will be kept informed about traffic management plans, risks, and changes, through inductions, daily pre-start meetings, and toolbox talks.
- All communications, including stakeholder engagement, notifications, and responses will be documented for accountability and auditing purposes.
- This plan includes the contact information for the person responsible for this plan, who can be contacted to address public concerns, emergencies or complaints.

7.6 Monitoring and Compliance

Monitoring and compliance are essential components of this CTMP to ensure that traffic control measures are implemented effectively, safety standards are maintained, and legal operations are met. Key requirements include:

- Routine site inspections (frequency as per TTMP requirements) to be carried out to check that traffic management measures are correctly installed, maintained and functioning as intended, and in accordance with Traffic Management Designs (appendix one) and this CTMP.
- The site STMS is responsible for overseeing all traffic management activities, ensuring compliance with this CTMP, and addressing any issues that arise.
- Accurate records must be kept of inspections, incidents, complaints, and any corrective actions. These records provide accountability and support reporting obligations.
- Any traffic-related incidents, near misses, or breaches must be promptly reported, investigated and documented.
- All traffic management operations must comply with the NZGTTM (or COPTTM if still applied by CODC).
- When non-compliance is identified, immediate corrective actions must be taken. Lessons learned should inform updates to this CTMP and on-site practices.
- All contractors and workers must follow traffic management protocols. Violations may be addressed through site disciplinary procedures.
- This CTMP should allow for updates based on monitoring findings, stakeholder feedback, weather conditions, or changes in site activities. Flexibility ensures continued safety and effectiveness.

8 Site Contacts and Emergency Information

MGL and the contractor are to maintain an up to date list of site, emergency and traffic management contacts.

Role/Responsibility	Name	Company/ Org	Phone	Email
Project Manager	Dave Stretch	MGL	[REDACTED]	[REDACTED]
H&S Manager	Roger Bain	MGL		[REDACTED]
Site Supervisor	TBC	MGL		
Contractor Site Traffic Management Supervisor	TBC			
NZTA Traffic Management Coordinator				
CODC Traffic Management Coordinator				
Medical	Cromwell Medical Centre		03 445 1119	192 Waenga Drive, Cromwell
Emergency Services	Police, fire and ambulance services		111	

9 Document Control

This CTMP is intended to be a live document and will be reviewed and updated as required throughout the duration of the project.

As site conditions, construction activities, methodologies and surrounding environments evolve, this plan will be adjusted to ensure continued safety, compliance with regulatory requirements, and effective traffic management. Updates may be triggered by changes in work staging, contractor requirements, stakeholder feedback, incidents, audits or directions from local authorities.

All revisions to the CTMP will be documented, dated, and communicated to relevant parties, including site personnel, contractors, and regulatory bodies. The most current version will be maintained on-site and made available upon request.

The following table will be used for change management:

Item	Section	Summary of change	Reason for change	Complexity of change	Date
1.				☐ Minor ☐ Moderate ☐ Major	
2.				☐ Minor ☐ Moderate ☐ Major	
3.				☐ Minor ☐ Moderate ☐ Major	
4.				☐ Minor ☐ Moderate ☐ Major	

Appendix 1- Traffic Management Designs and Impact Considerations

The traffic impacts for the following traffic management designs is provided below:

SH8 delays: The expected average delays when the temporary traffic signals are operating is approximately 1 min on SH8 and Ardgour Road, noting peak hourly movements are currently approximately 300 to 350 vehicles per hour.

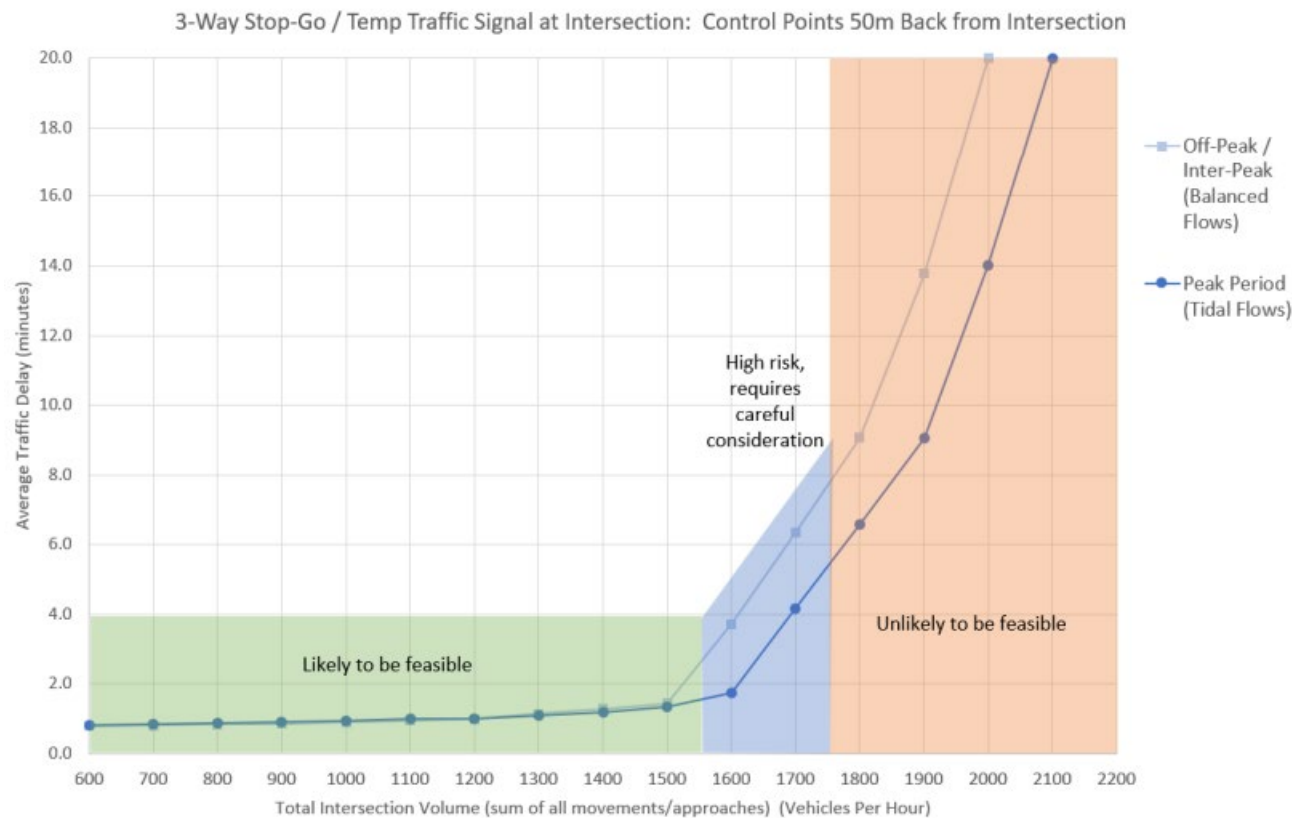
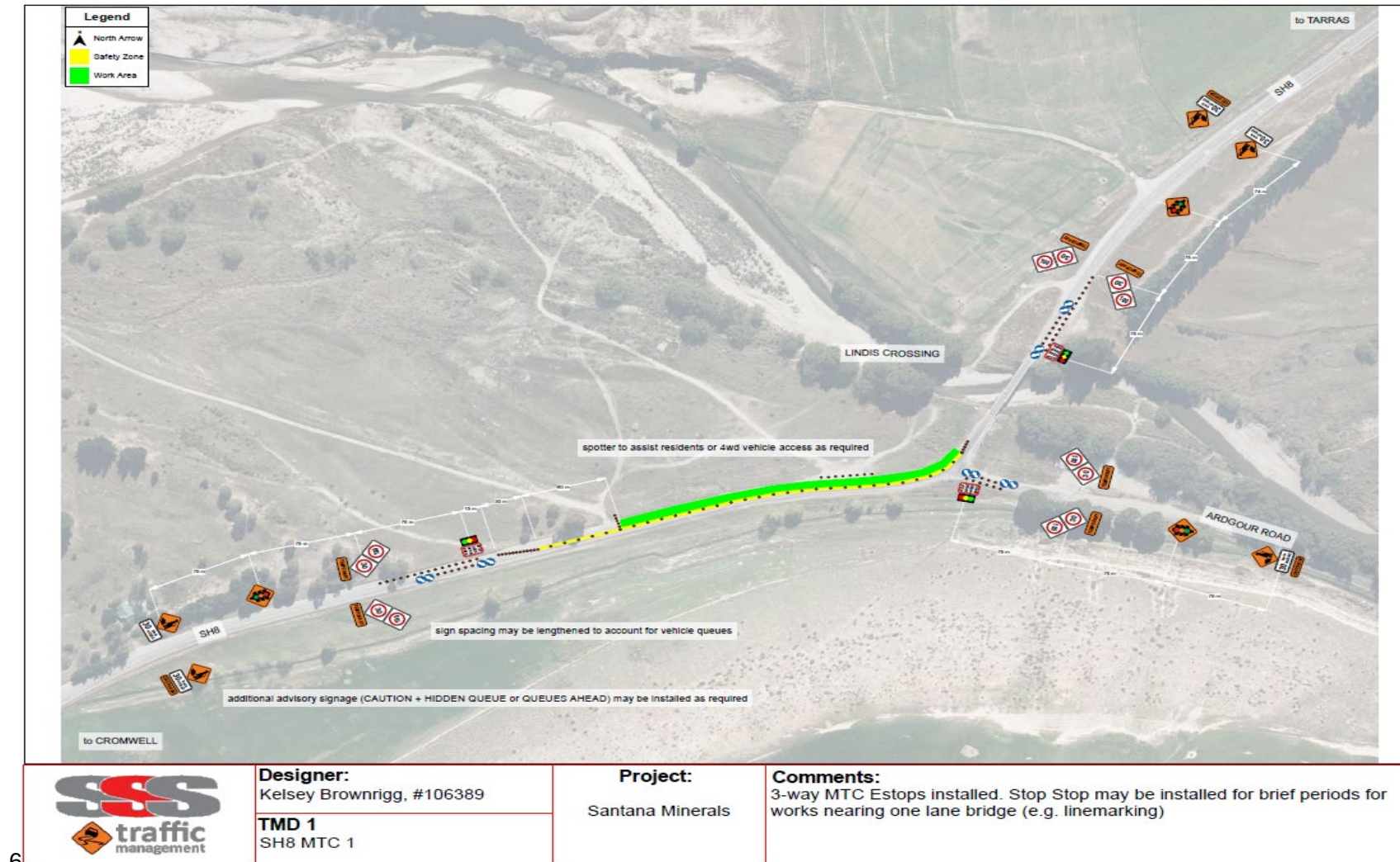


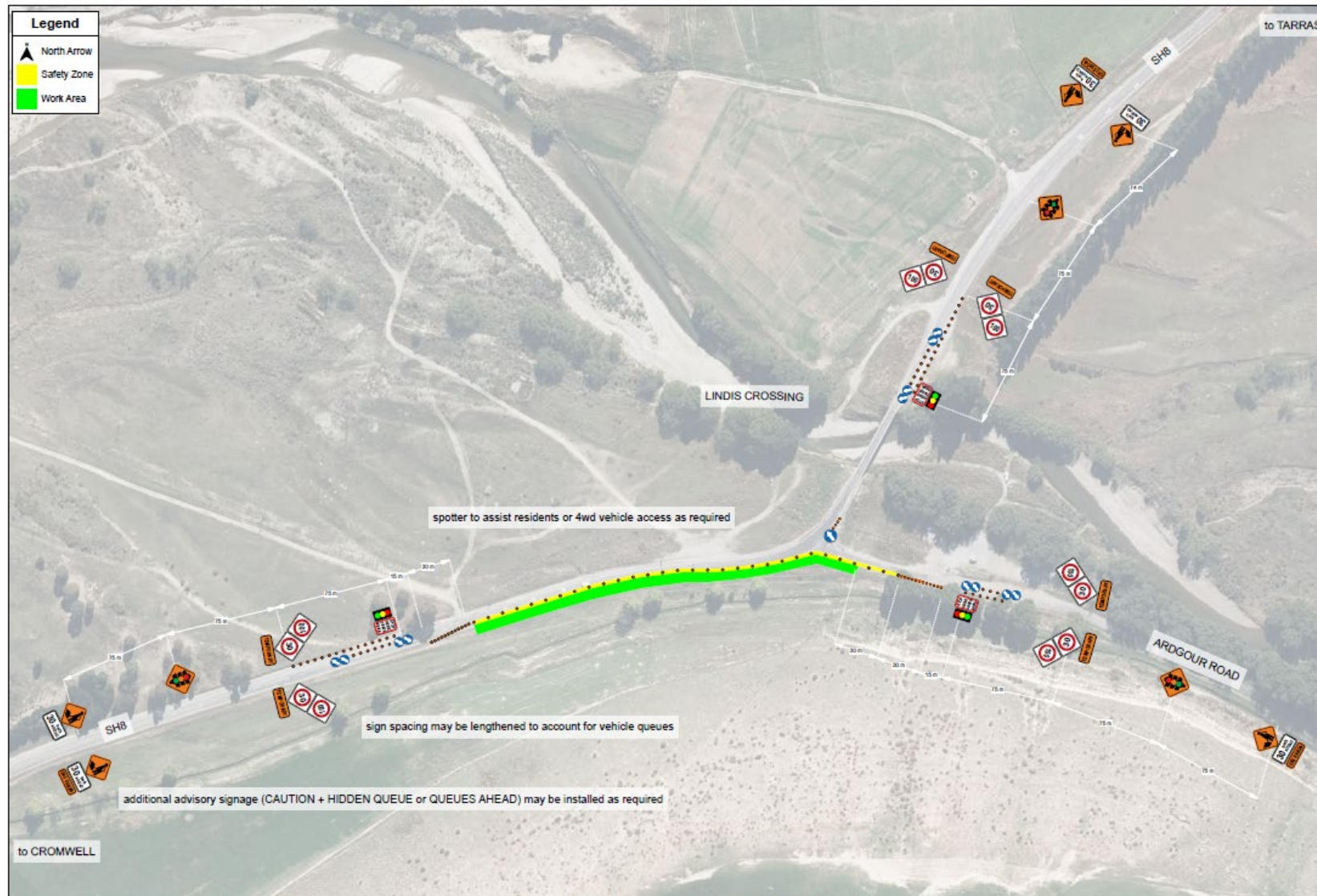
Figure 22: 3-Way Intersection Temporary Traffic Control

Full road closure of Ardgour Road / Thomson Gorge Road with detour via SH8 and Tarras has length of 21 km (16 minutes travel time). This is a significant detour and should be well signed for the general public, and used by exception only for residents and local landowners following notification and consideration of less intrusive traffic management measures.

Full road closure of Thomson Gorge Road with detour via SH8 and Bendigo Loop Road has length of 22 km (27 minutes travel time). This is a significant detour and should be well signed for the general public, and used by exception only for residents and local landowners following notification and consideration of less intrusive traffic management measures.



6



	Designer: Kelsey Brownrigg, #106389 TMD 2 SH8 MTC 2	Project: Santana Minerals	Comments: 3-way MTC Estops installed. Stop Stop may be installed for brief periods for works nearing one lane bridge (e.g. linemarking)
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