Methodology:

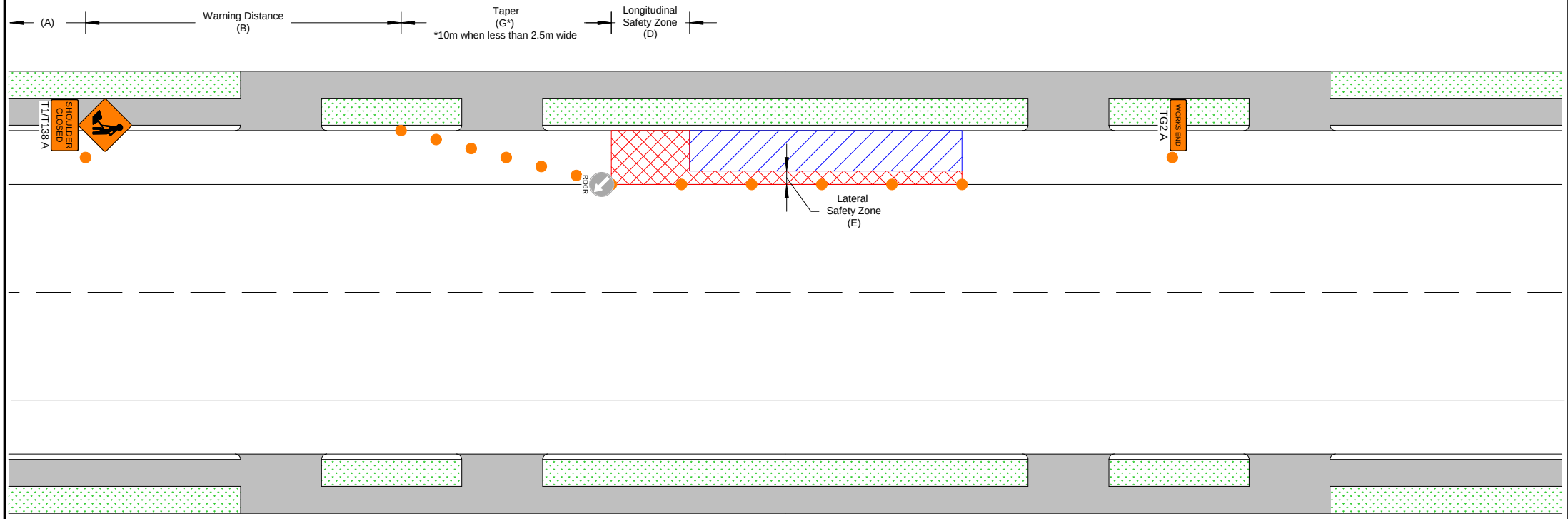
SHOULDER CLOSURE

Detail:

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– RD6R signs (cone or stand mounted) are optional on LV and L1 shoulder closures.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	Operation:
001A	Christchurch Transport Operations Centre			ANY	STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:	

Methodology:

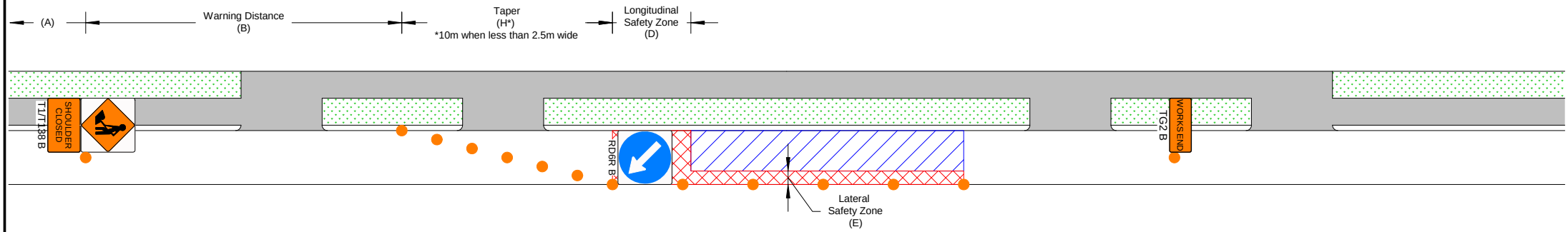
SHOULDER CLOSURE

Detail:

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



UTMD Reference:

001B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: ANY

Operation: STATIC

Submitted By:

Methodology:

SHOULDER CLOSURE

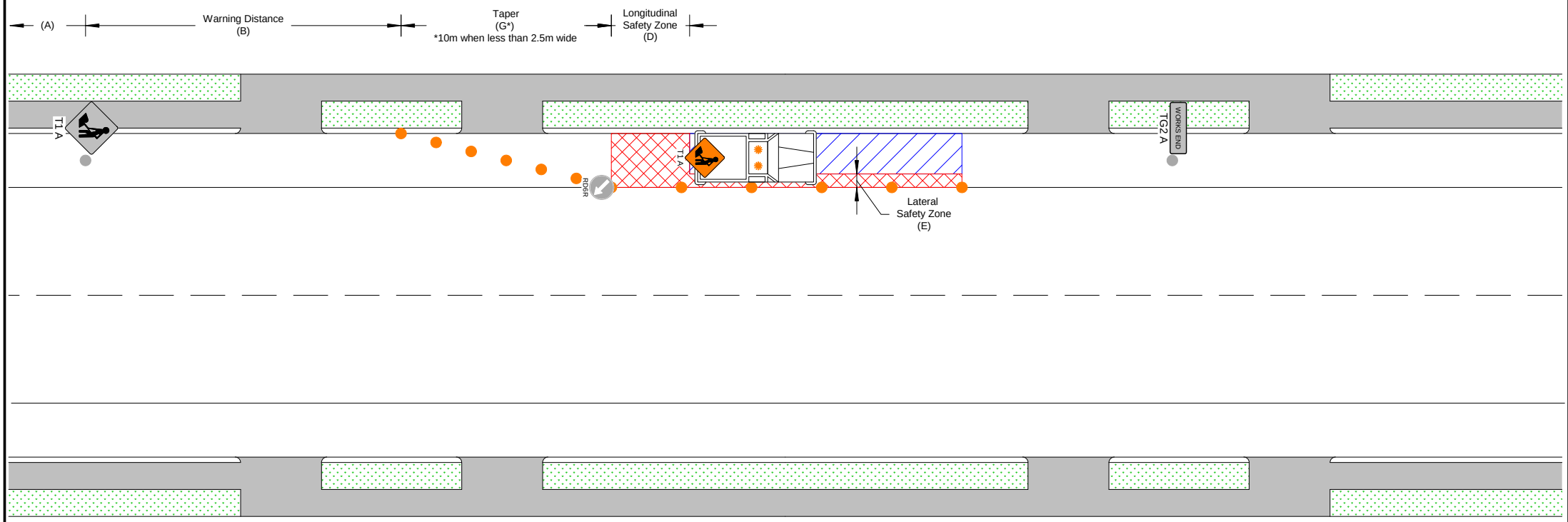
Detail:

VEHICLE MOUNTED T1

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
UNDER 65KPH



Notes:

– RD6R signs (cone or stand mounted) are optional on LV and L1 shoulder closures.

– This layout must only be used during light hours. T1A (road works) and TG2 (works end) signs are optional –CoPTTM C8.1.2.2.

– Access to the vehicle must be from the left hand side.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
002A	Christchurch Transport Operations Centre		ANY	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

SHOULDER CLOSURE

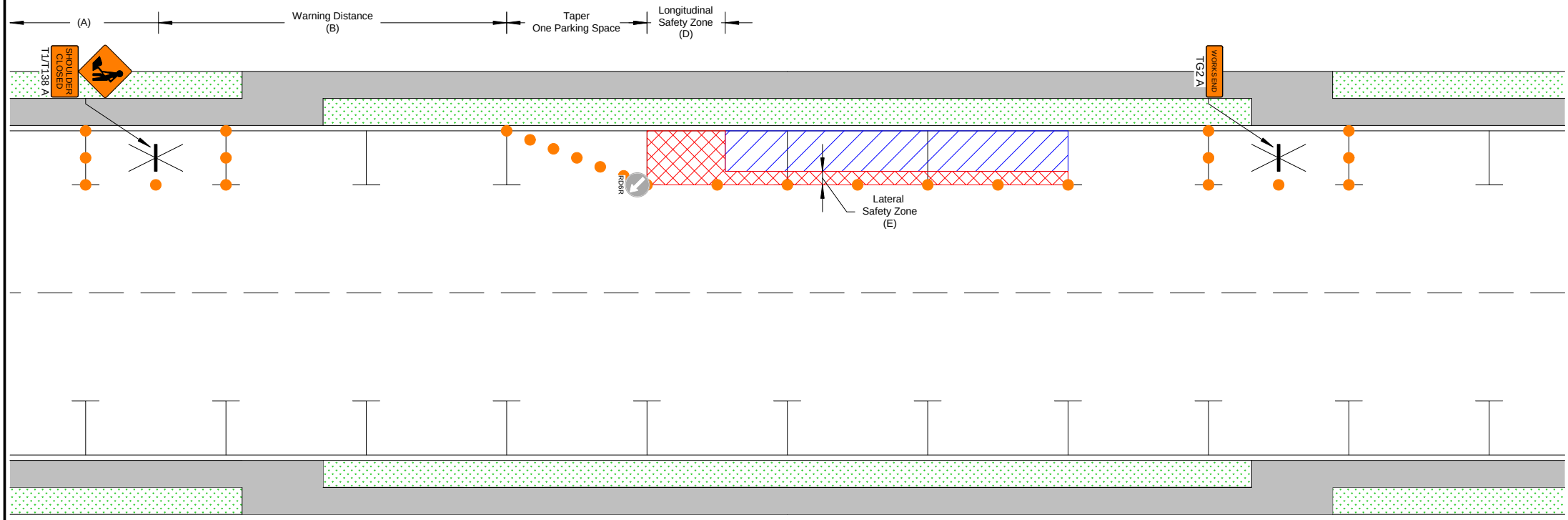
Detail:

PARKING BAY CLOSED

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– RD6R signs (cone or stand mounted) are optional on LV and L1 shoulder closures.

UTMD Reference: **003A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ANY	Operation: STATIC
		Version: 1	Date: JULY 2018	Submitted By:

Methodology:

SHOULDER CLOSURE

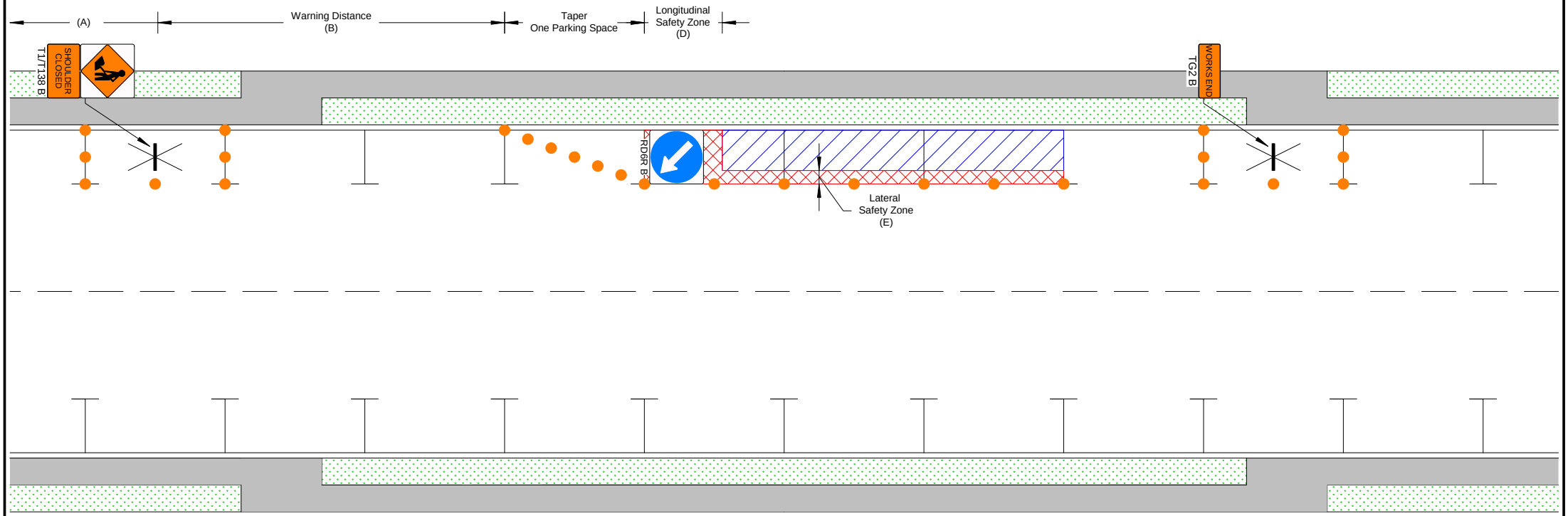
Detail:

PARKING BAY CLOSED

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



UTMD Reference:

003B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version:	Date:
1	JULY 2018

Road:	Operation:
ANY	STATIC

Submitted By:

Methodology:

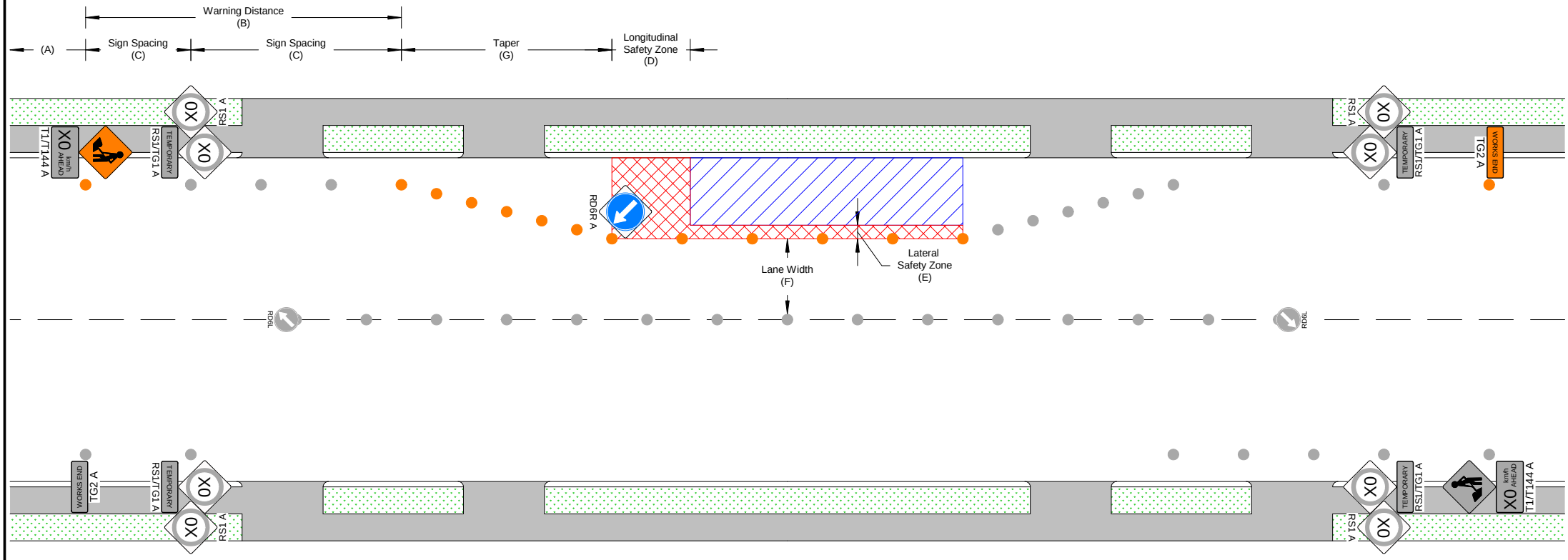
LANE WIDTH REDUCTION

Detail:

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– A TSL should only be considered under certain circumstances, such as a concrete median or pedestrian island that narrows the lane. An STMS should consider using other plans such as 030A before establishing a TSL.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP may be required.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
010A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

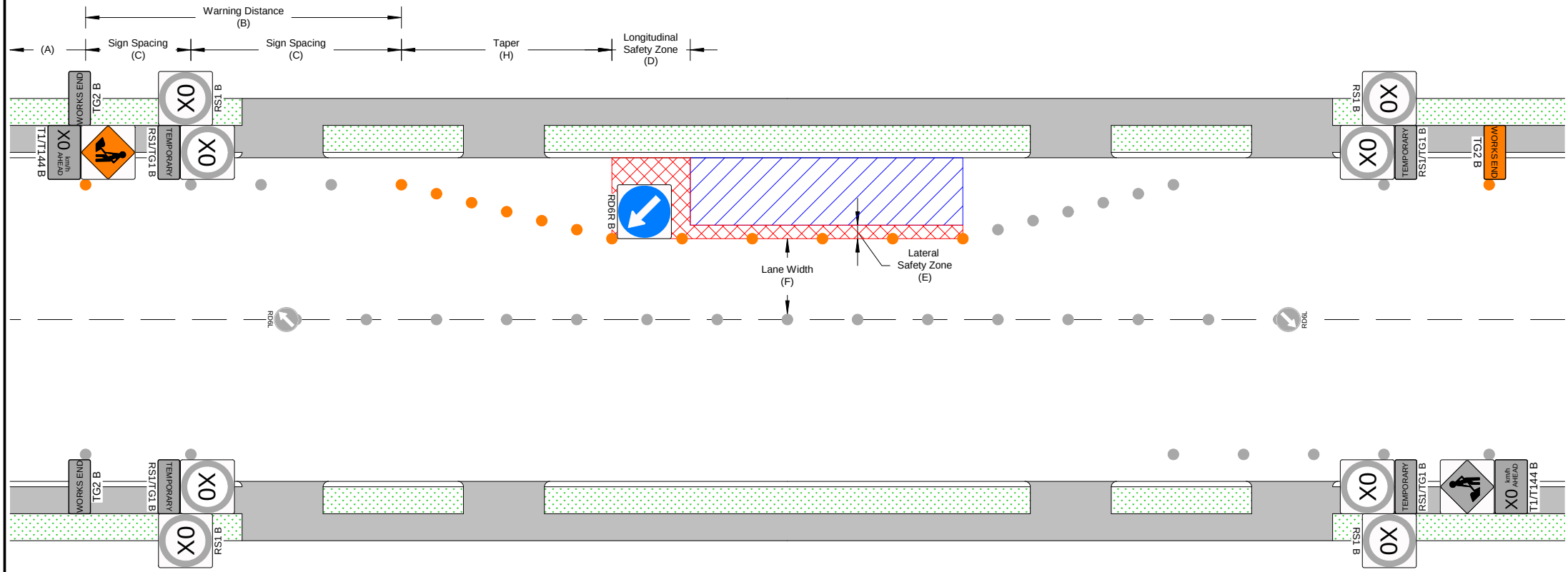
LANE WIDTH REDUCTION

Detail:

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– A TSL should only be considered under certain circumstances, such as a concrete median or pedestrian island that narrows the lane. An STMS should consider using other plans such as 030B before establishing a TSL.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP may be required.

UTMD Reference: **010B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

LANE WIDTH REDUCTION

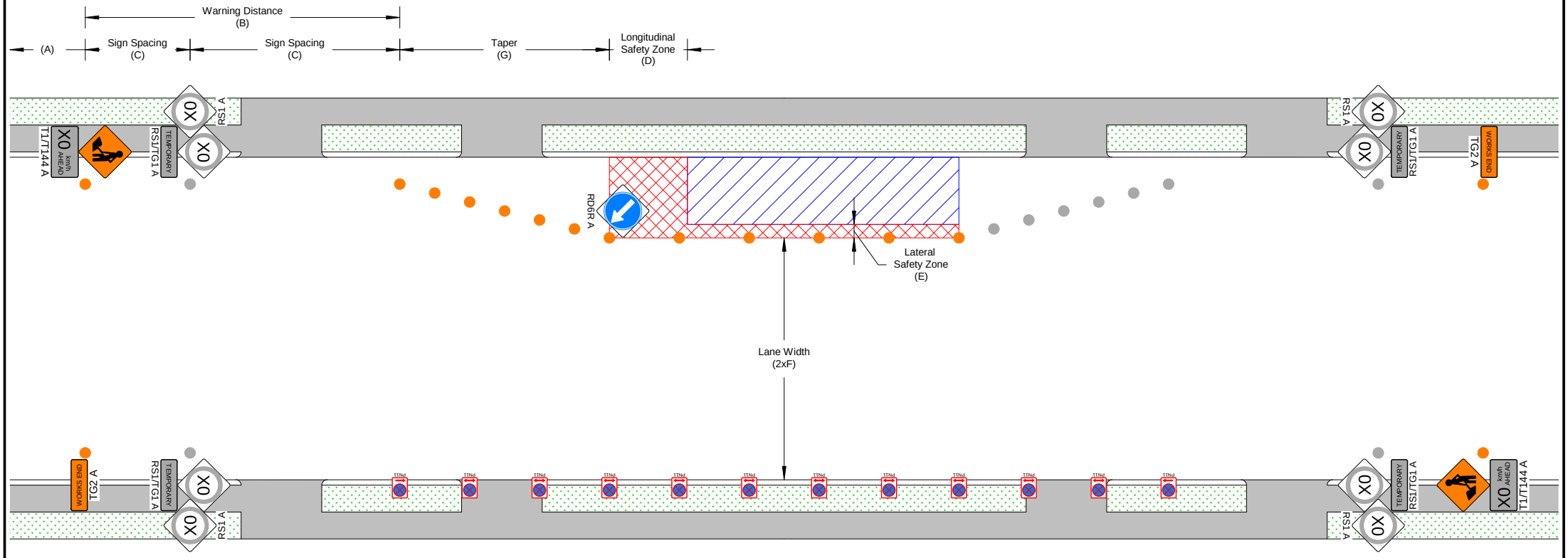
Detail:

NO CENTRE LINE

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

UTMD Reference: **011A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

LANE WIDTH REDUCTION

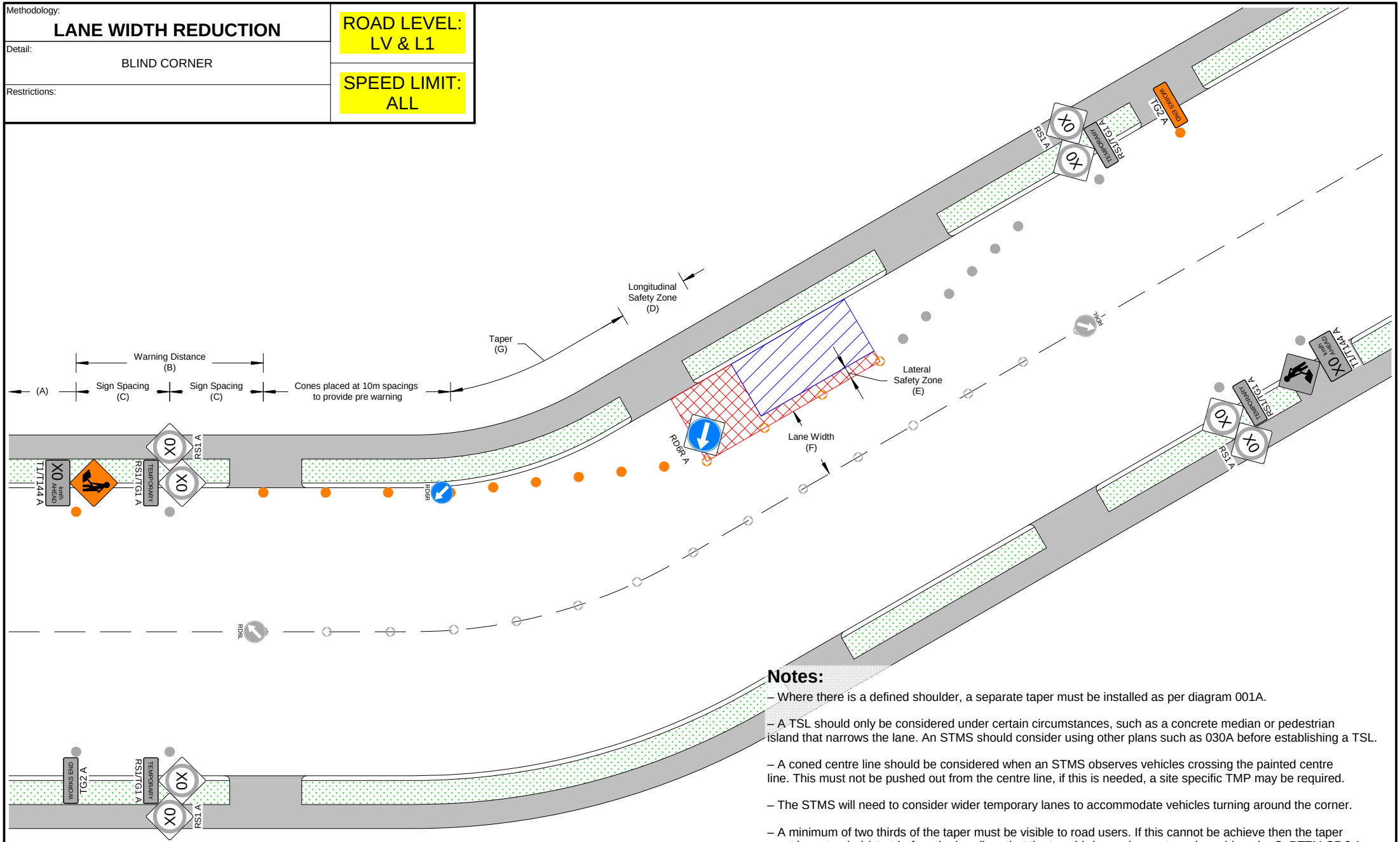
Detail:

BLIND CORNER

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– A TSL should only be considered under certain circumstances, such as a concrete median or pedestrian island that narrows the lane. An STMS should consider using other plans such as 030A before establishing a TSL.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP may be required.

– The STMS will need to consider wider temporary lanes to accommodate vehicles turning around the corner.

– A minimum of two thirds of the taper must be visible to road users. If this cannot be achieve then the taper must be extended (start before the bend) so that the two thirds requirement can be achieved – CoPTTM C7.3.1.

UTMD Reference:

012A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

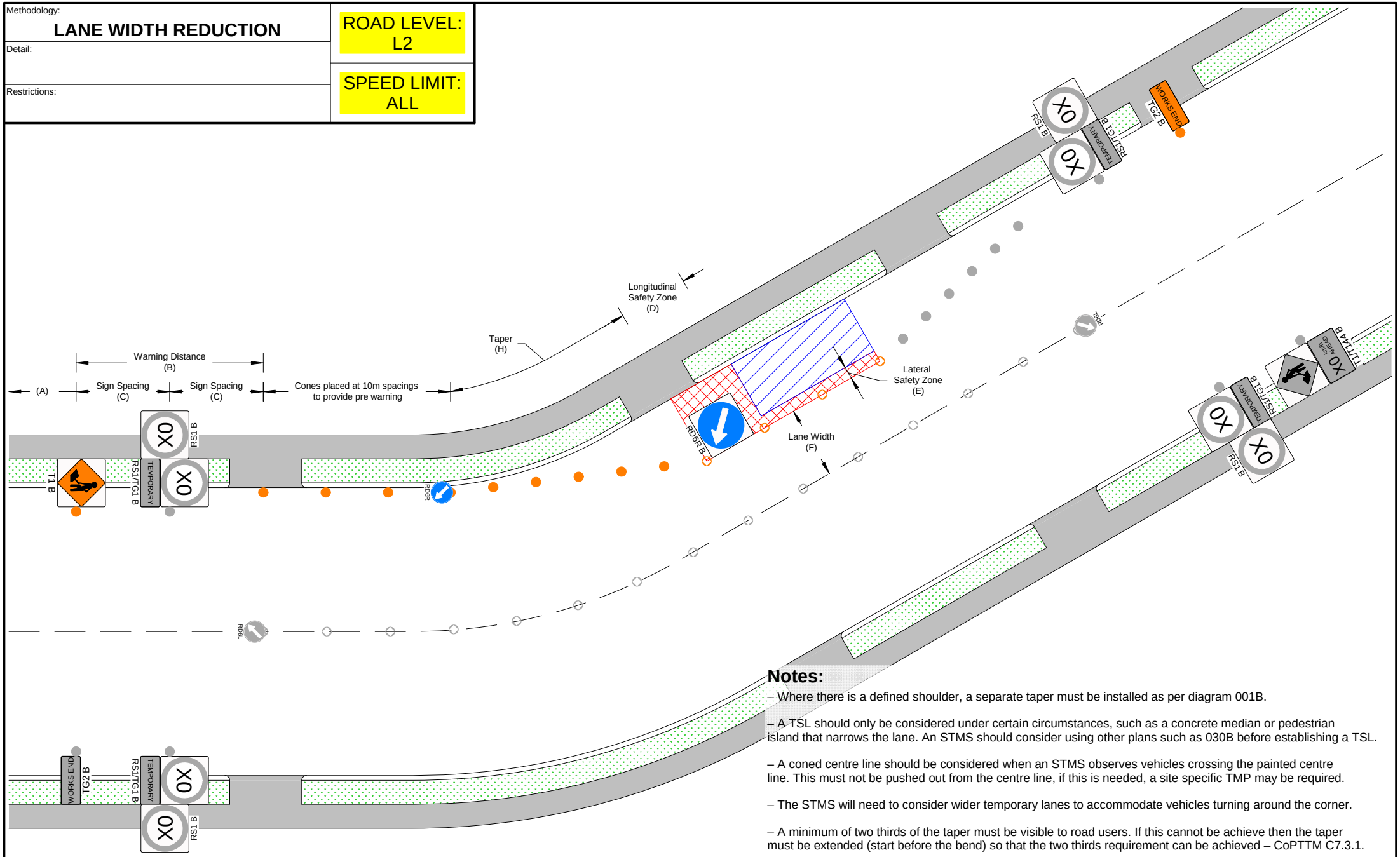
LANE WIDTH REDUCTION

Detail:

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– A TSL should only be considered under certain circumstances, such as a concrete median or pedestrian island that narrows the lane. An STMS should consider using other plans such as 030B before establishing a TSL.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP may be required.

– The STMS will need to consider wider temporary lanes to accommodate vehicles turning around the corner.

– A minimum of two thirds of the taper must be visible to road users. If this cannot be achieve then the taper must be extended (start before the bend) so that the two thirds requirement can be achieved – CoPTTM C7.3.1.

UTMD Reference:

012B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

LANE WIDTH REDUCTION

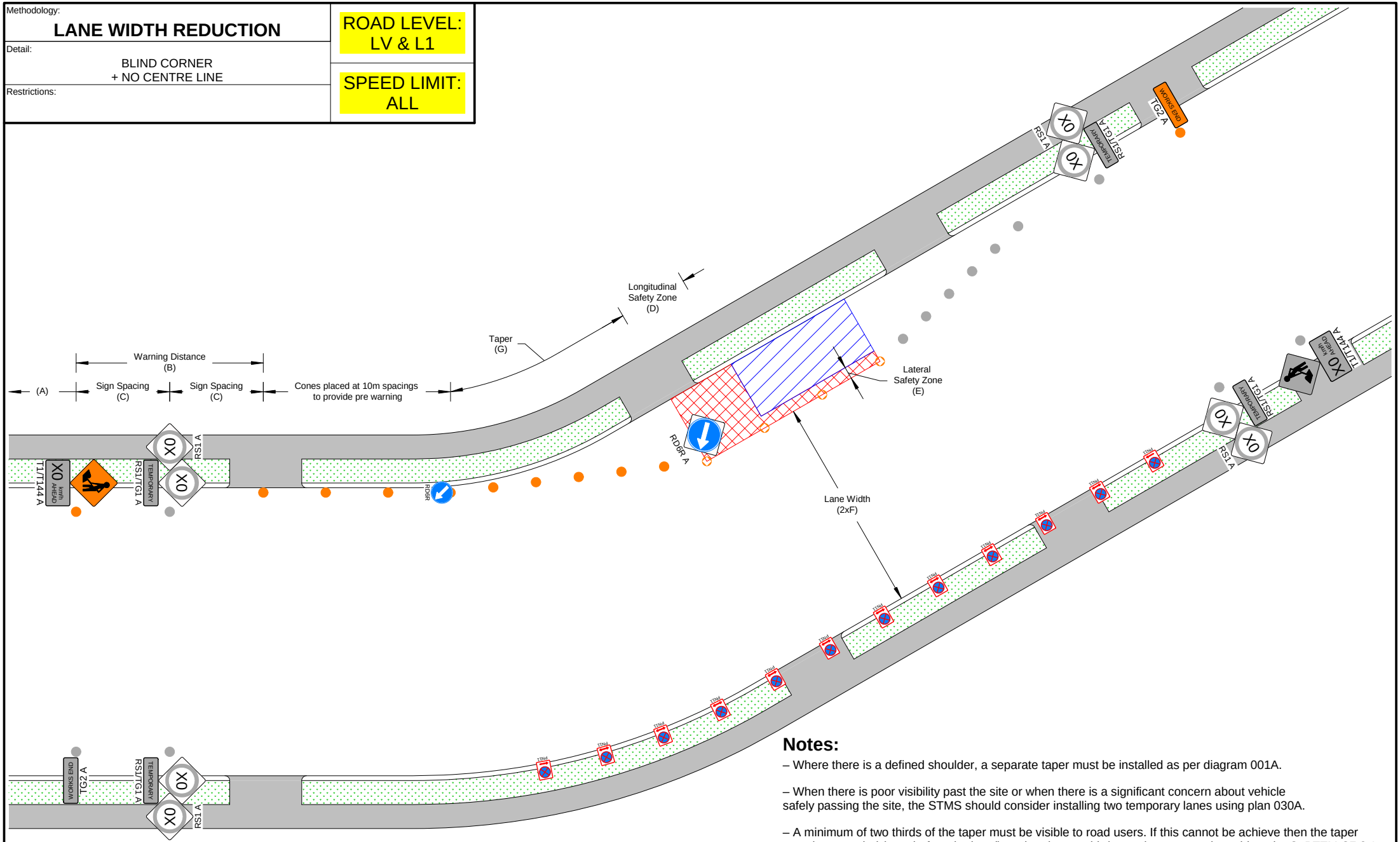
Detail:

BLIND CORNER
+ NO CENTRE LINE

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– When there is poor visibility past the site or when there is a significant concern about vehicle safely passing the site, the STMS should consider installing two temporary lanes using plan 030A.

– A minimum of two thirds of the taper must be visible to road users. If this cannot be achieve then the taper must be extended (start before the bend) so that the two thirds requirement can be achieved – CoPTTM C7.3.1.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
013A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

LANE WIDTH REDUCTION

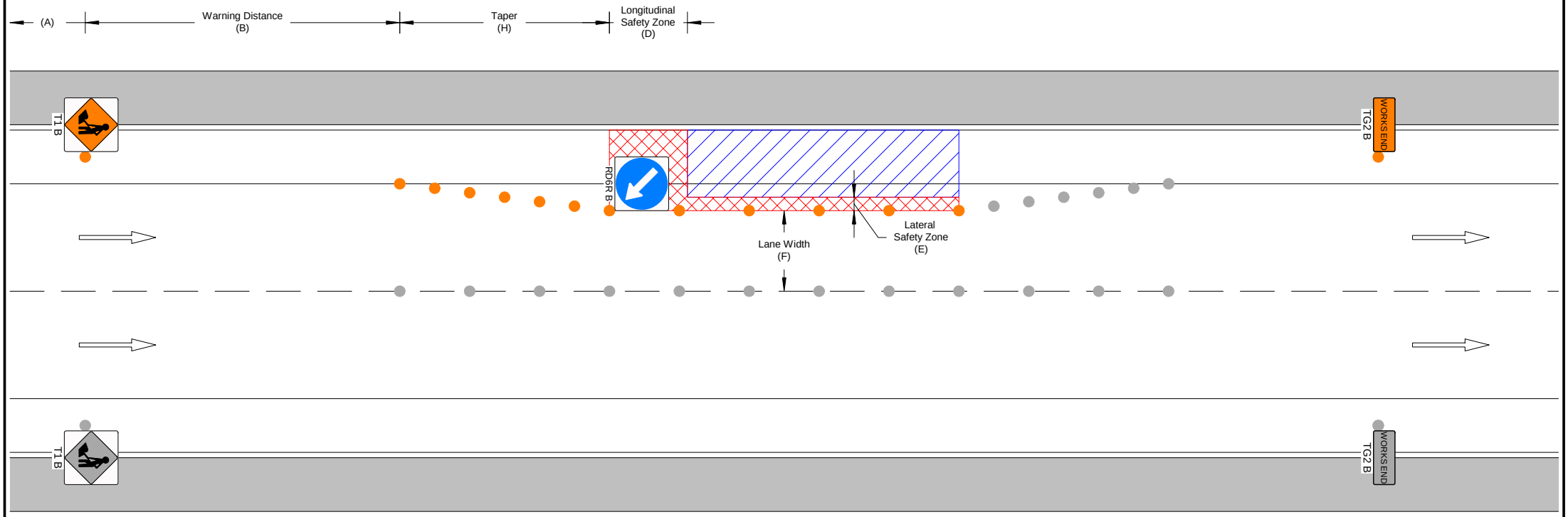
Detail:

MULTILANE ROAD

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– A line of cones should be considered when an STMS witnesses vehicles partly crossing into another lane to get passed the site – understand this could create a risk if the cones are hit, especially in unattended times. If lane width (F) cannot be maintained than use UTMD 170B (either variation) or a site specific TMP will be required.

– This can be used on one way two lane and one way three lane roads.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
014B	Christchurch Transport Operations Centre	Version: 1	Date: JULY 2018	Submitted By:

MULTILANE

STATIC

Methodology:

BUS LANE CLOSURE

Detail:

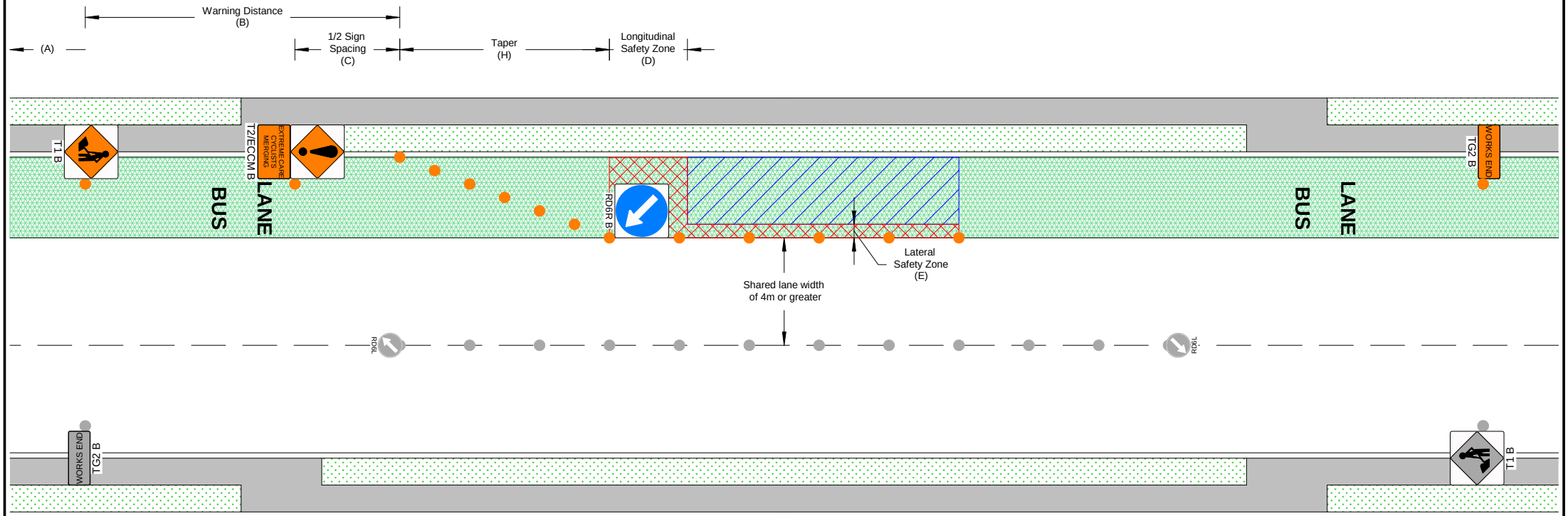
CYCLISTS AND VEHICLES MERGING (NO TSL)

Restrictions:

ROAD SPACE BOOKING 02

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



Notes:

– When the site is going to be in place during active bus lane hours, the STMS should look to take out the bus lane before it forms, but if this is an excessive distance (e.g. over 100m) then the site should be established as shown in the UTMD.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP will be required.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
020B	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

BUS LANE CLOSURE

Detail:

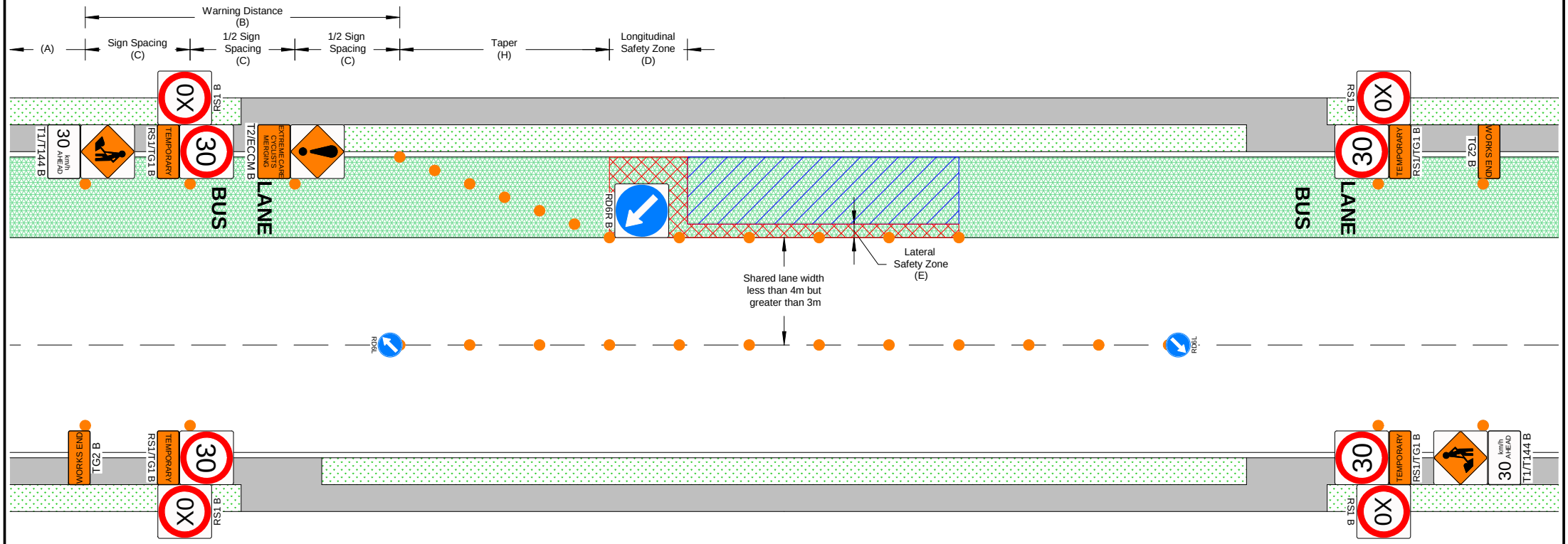
CYCLISTS AND VEHICLES MERGING (WITH TSL)

Restrictions:

ROAD SPACE BOOKING 02

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– When the site is going to be in place during active bus lane hours, the STMS should look to take out the bus lane before it forms, but if this is an excessive distance (e.g. over 100m) then the site should be established as shown in the UTMD.

– This UTMD should only be considered under certain circumstances, such as a concrete median or pedestrian island (not shown in diagram) that narrows the lane. Where a two lane diversion is required, a site specific TMP will be required.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
021B	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

BUS LANE CLOSURE

Detail:

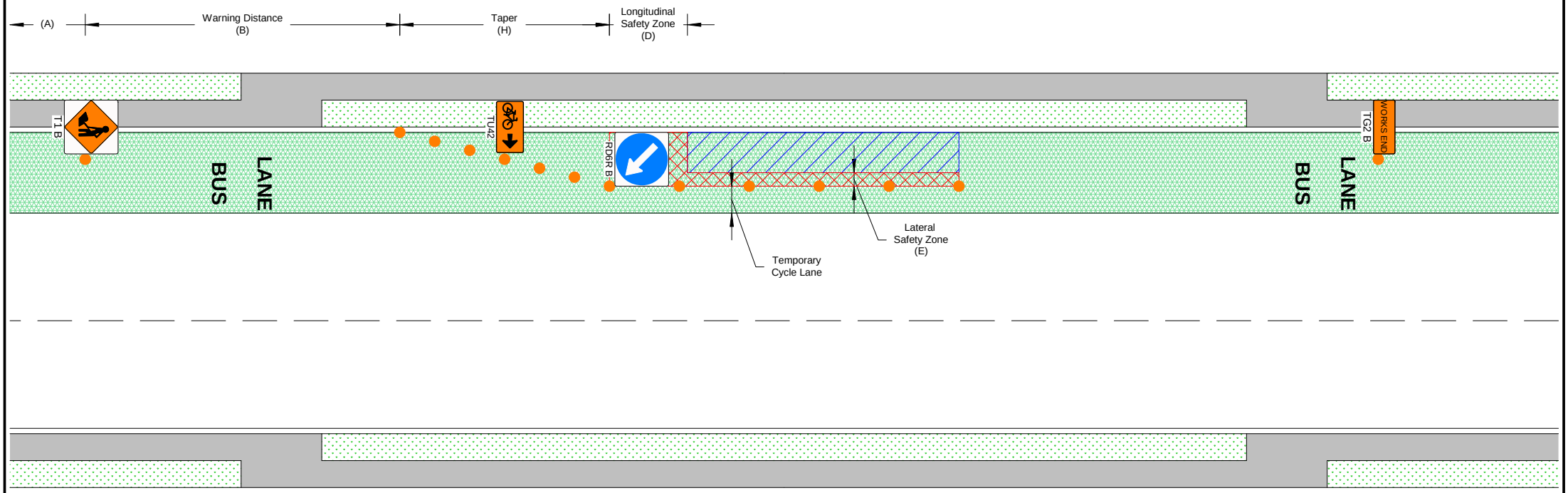
CYCLE LANE MAINTAINED

Restrictions:

ROAD SPACE BOOKING 02

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– When the site is going to be in place during active bus lane hours, the STMS should look to take out the bus lane before it forms, but if this is an excessive distance (e.g. over 100m) then the site should be established as shown in the UTMD.

Temporary Cycle Lane Widths - CoPTTM C13.3.3

Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

022B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

TWO LANE DIVERSION

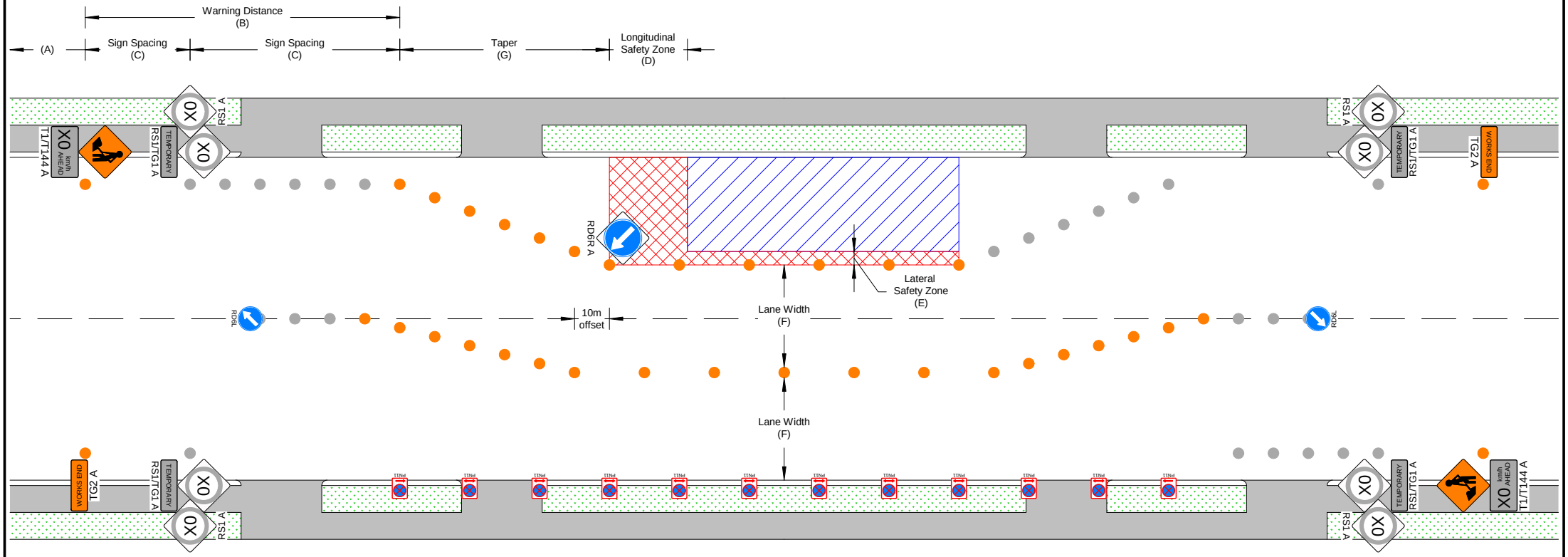
Detail:

WORK FROM SHOULDER

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– When a TSL is installed, the STMS should consider installing side friction from the TSL restriction leading into the work site. This will assist with getting there desired vehicle speed through the work site.

– A return taper and RD6R must be installed where traffic has been shifted over the edge line.

UTMD Reference: **030A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

TWO LANE DIVERSION

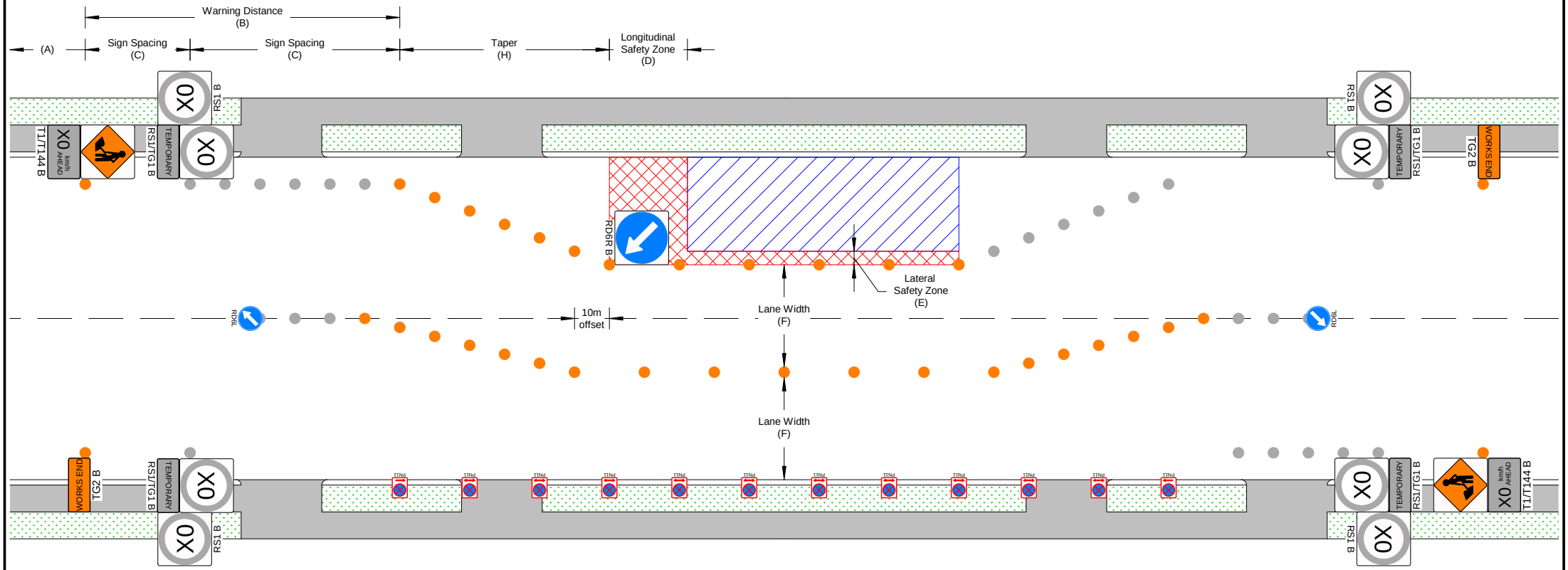
Detail:

WORK FROM SHOULDER

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– When a TSL is installed, the STMS should consider installing side friction from the TSL restriction leading into the work site. This will assist with getting there desired vehicle speed through the work site.

– A return taper and RD6R must be installed where traffic has been shifted over the edge line.

UTMD Reference: **030B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

TWO LANE DIVERSION

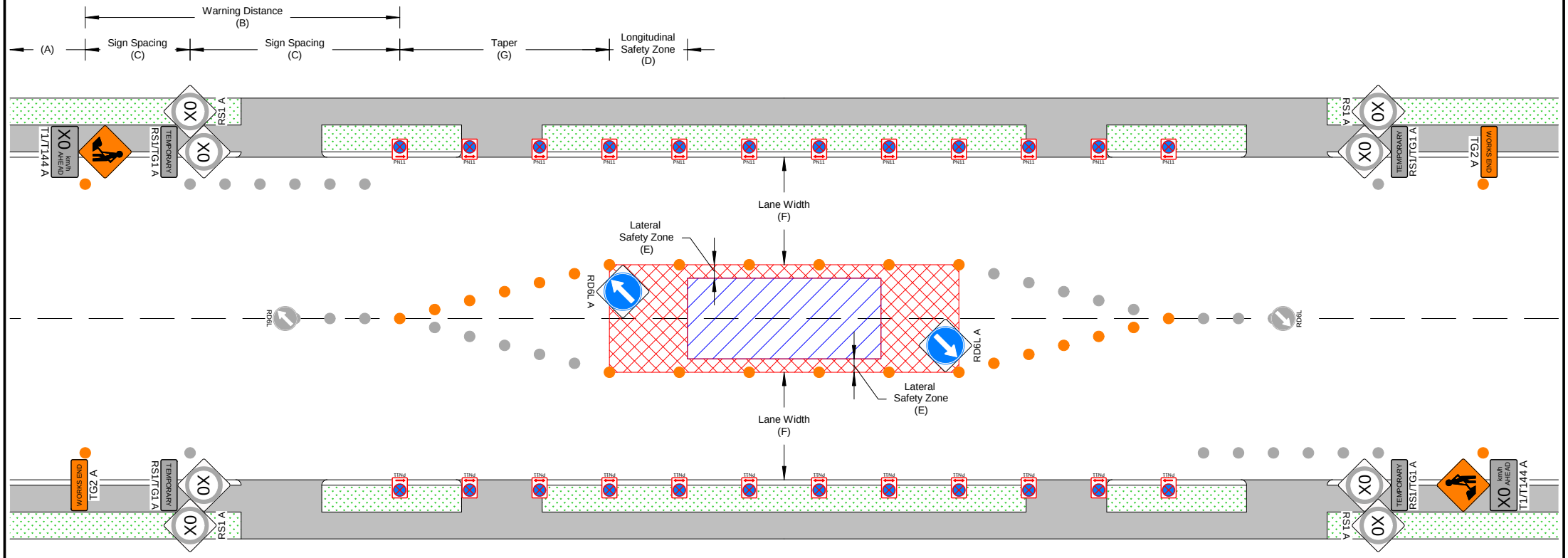
Detail:

WORK IN CENTRE OF ROAD

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– When a TSL is installed, the STMS should consider installing side friction from the TSL restriction leading into the work site. This will assist with getting there desired vehicle speed through the work site.

– A return taper and RD6R must be installed where traffic has been shifted over the edge line.

UTMD Reference: **031A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

TWO LANE DIVERSION

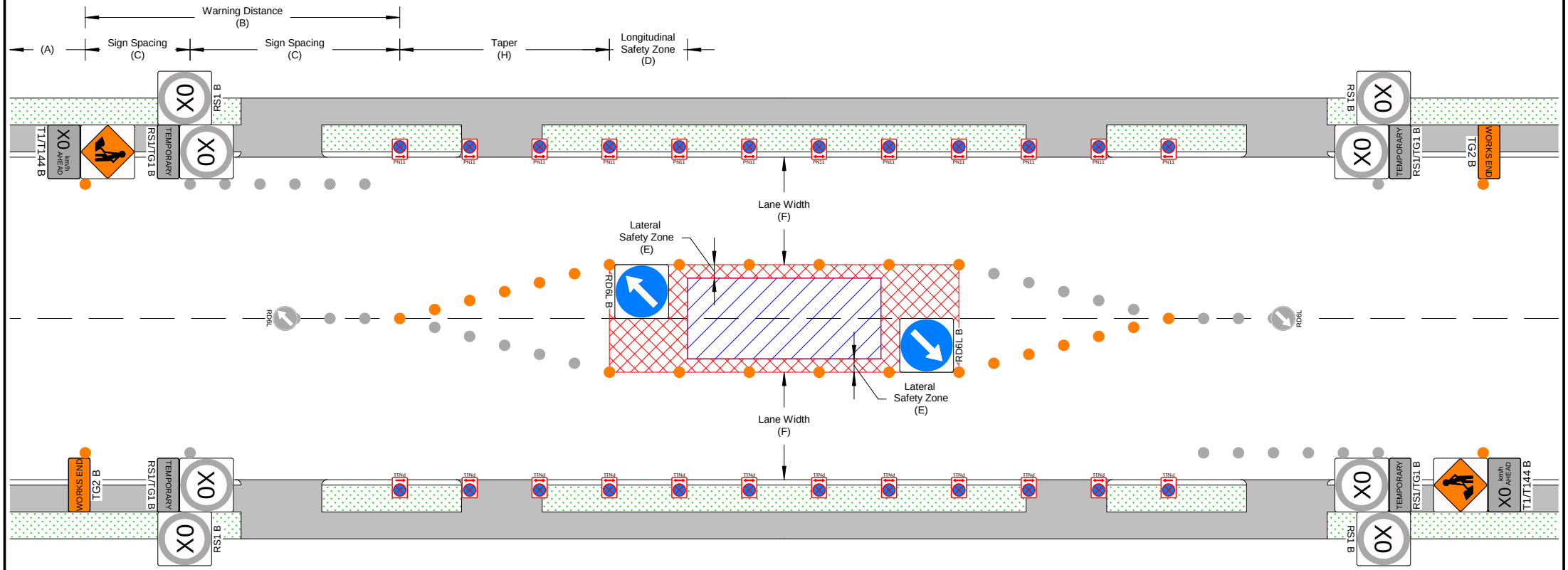
Detail:

WORK IN CENTRE OF ROAD

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– When a TSL is installed, the STMS should consider installing side friction from the TSL restriction leading into the work site. This will assist with getting there desired vehicle speed through the work site.

– A return taper and RD6R must be installed where traffic has been shifted over the edge line.

UTMD Reference: **031B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

GIVE WAY CONTROL

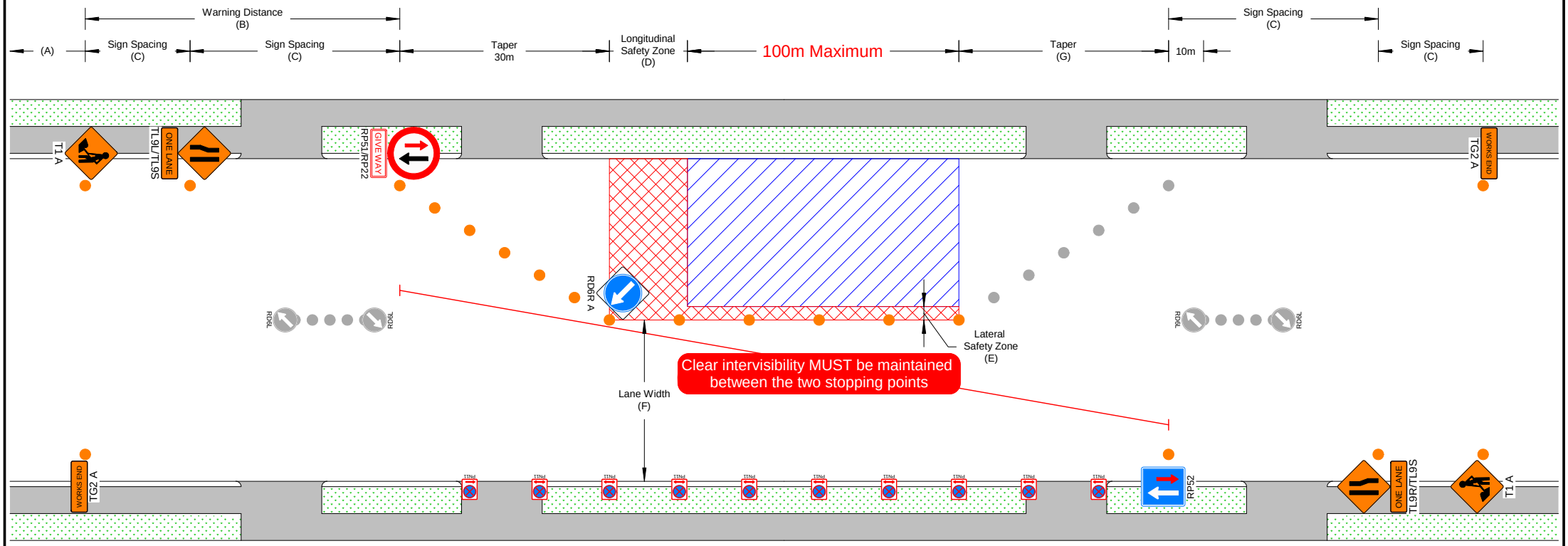
Detail:

VARIATION 1

Restrictions:

ROAD LEVEL: LV

SPEED LIMIT: ALL



Notes:

– When the road is suitably wide enough, the STMS should install a 5 cone threshold with cone mounted RD6L signs at each end. This will help to clarify the stopping points for road users.

– Suitable temporary limit lines can be installed at the STMS's discretion.

– If the site extends over the centre line/centre of the road, then cones are required in the return taper to guide traffic back onto the correct side of the road. Installing a return taper will also help prevent vehicles entering into the working space.

UTMD Reference:

040A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

GIVE WAY CONTROL

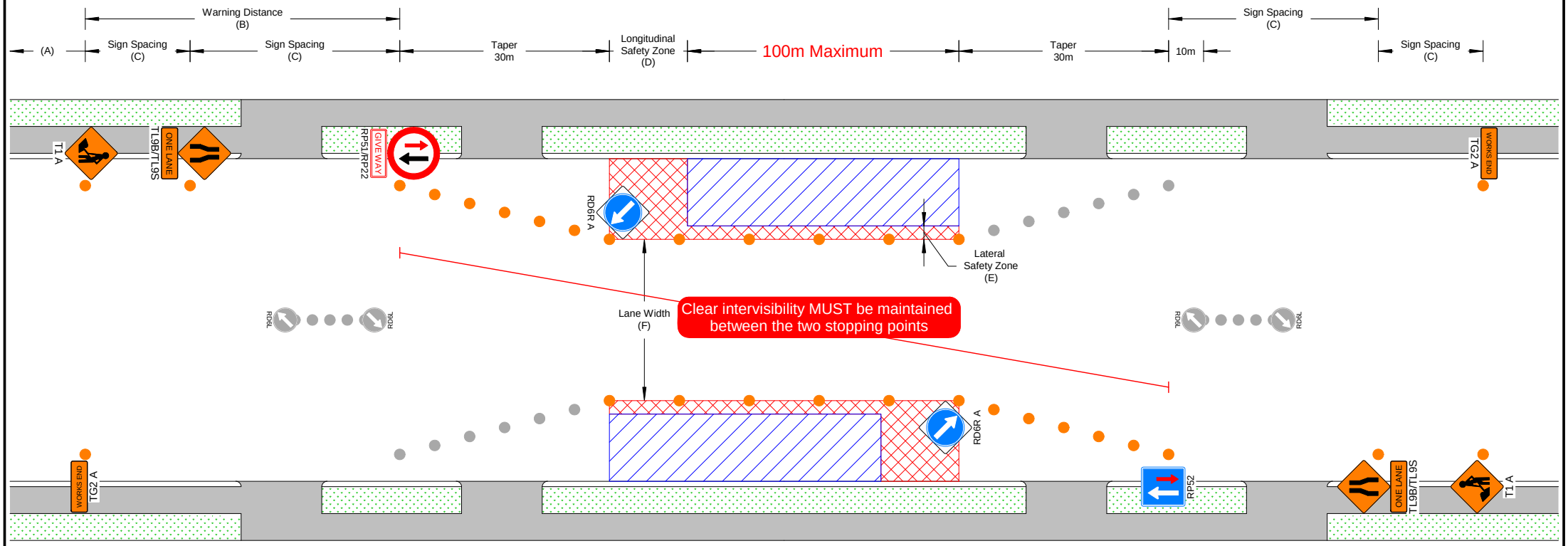
Detail:

VARIATION 2

Restrictions:

ROAD LEVEL: LV

SPEED LIMIT: ALL



Notes:

– When the road is suitably wide enough, the STMS should install a 5 cone threshold with cone mounted RD6L signs at each end. This will help to clarify the stopping points for road users.

– Suitable temporary limit lines can be installed at the STMS's discretion.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
041A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

GIVE WAY CONTROL

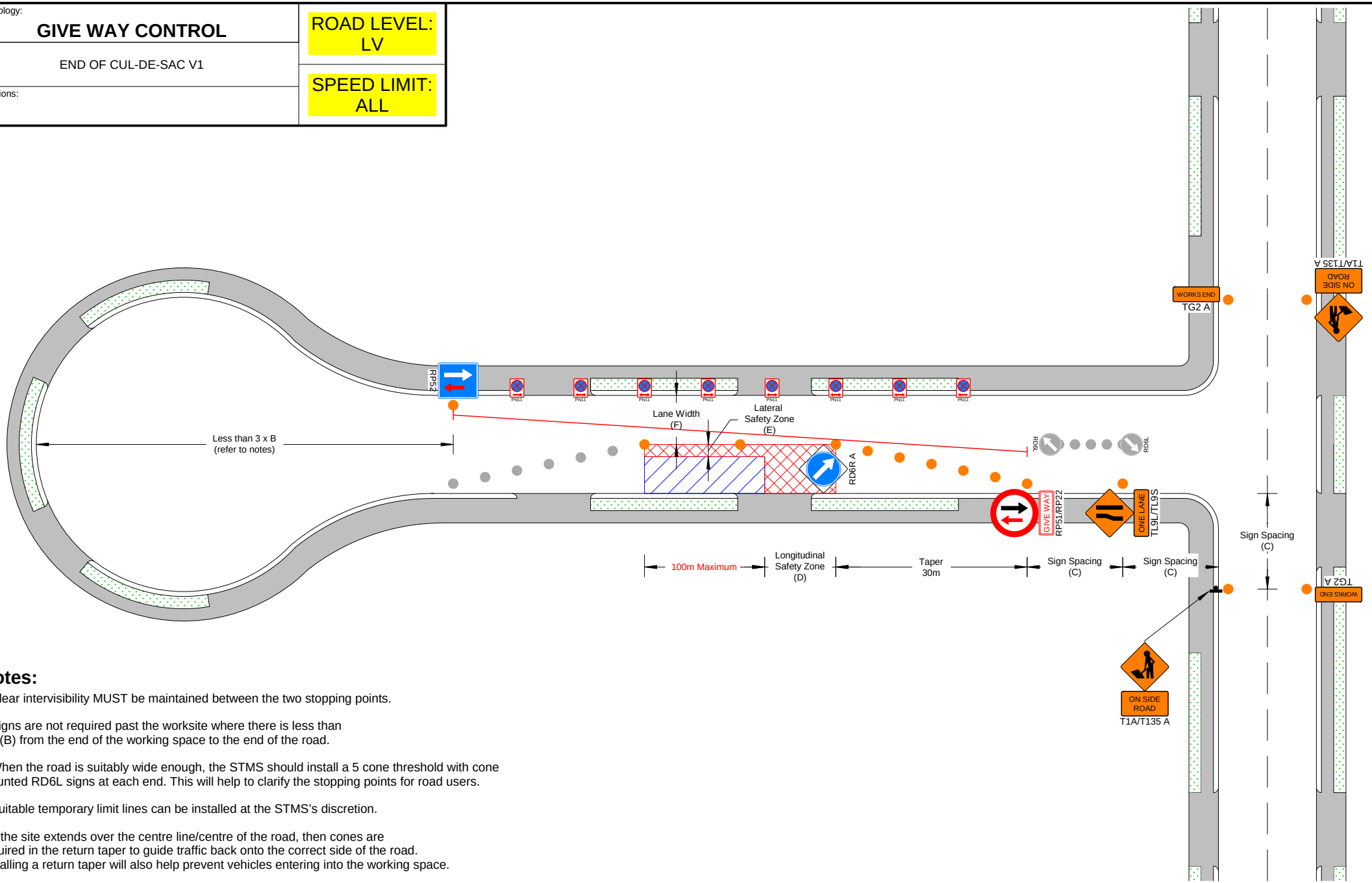
Detail:

END OF CUL-DE-SAC V1

Restrictions:

ROAD LEVEL: LV

SPEED LIMIT: ALL



Notes:

– Clear intervisibility MUST be maintained between the two stopping points.

– Signs are not required past the worksite where there is less than 3 x (B) from the end of the working space to the end of the road.

– When the road is suitably wide enough, the STMS should install a 5 cone threshold with cone mounted RD6L signs at each end. This will help to clarify the stopping points for road users.

– Suitable temporary limit lines can be installed at the STMS's discretion.

– If the site extends over the centre line/centre of the road, then cones are required in the return taper to guide traffic back onto the correct side of the road. Installing a return taper will also help prevent vehicles entering into the working space.

UTMD Reference:

042A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: CUL-DE-SAC

Operation: STATIC

Submitted By:

Methodology:

GIVE WAY CONTROL

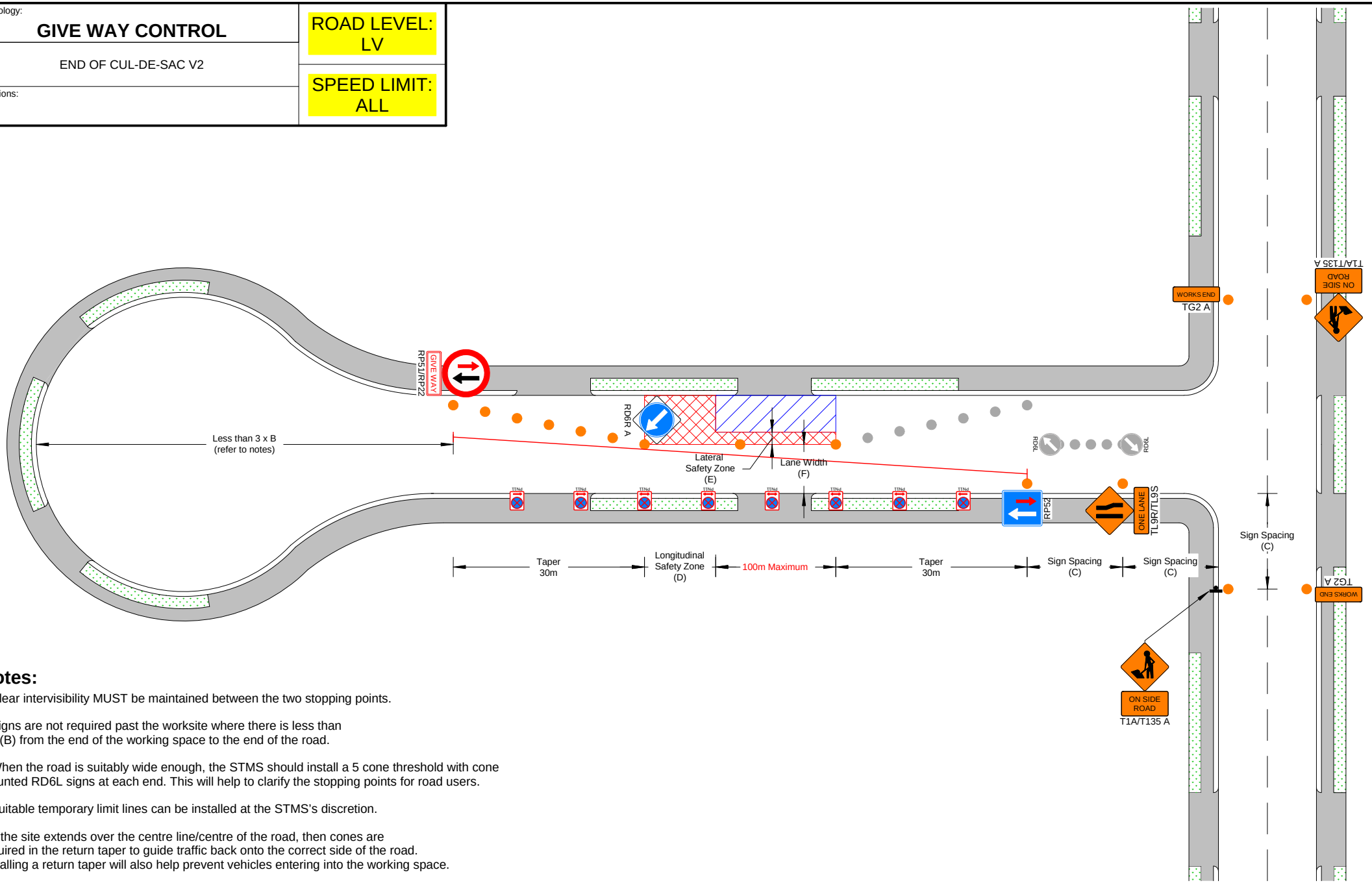
Detail:

END OF CUL-DE-SAC V2

Restrictions:

ROAD LEVEL: LV

SPEED LIMIT: ALL



Notes:

– Clear intervisibility MUST be maintained between the two stopping points.

– Signs are not required past the worksite where there is less than 3 x (B) from the end of the working space to the end of the road.

– When the road is suitably wide enough, the STMS should install a 5 cone threshold with cone mounted RD6L signs at each end. This will help to clarify the stopping points for road users.

– Suitable temporary limit lines can be installed at the STMS's discretion.

– If the site extends over the centre line/centre of the road, then cones are required in the return taper to guide traffic back onto the correct side of the road. Installing a return taper will also help prevent vehicles entering into the working space.

UTMD Reference:

043A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: CUL-DE-SAC

Operation: STATIC

Submitted By:

Methodology:

GIVE WAY CONTROL

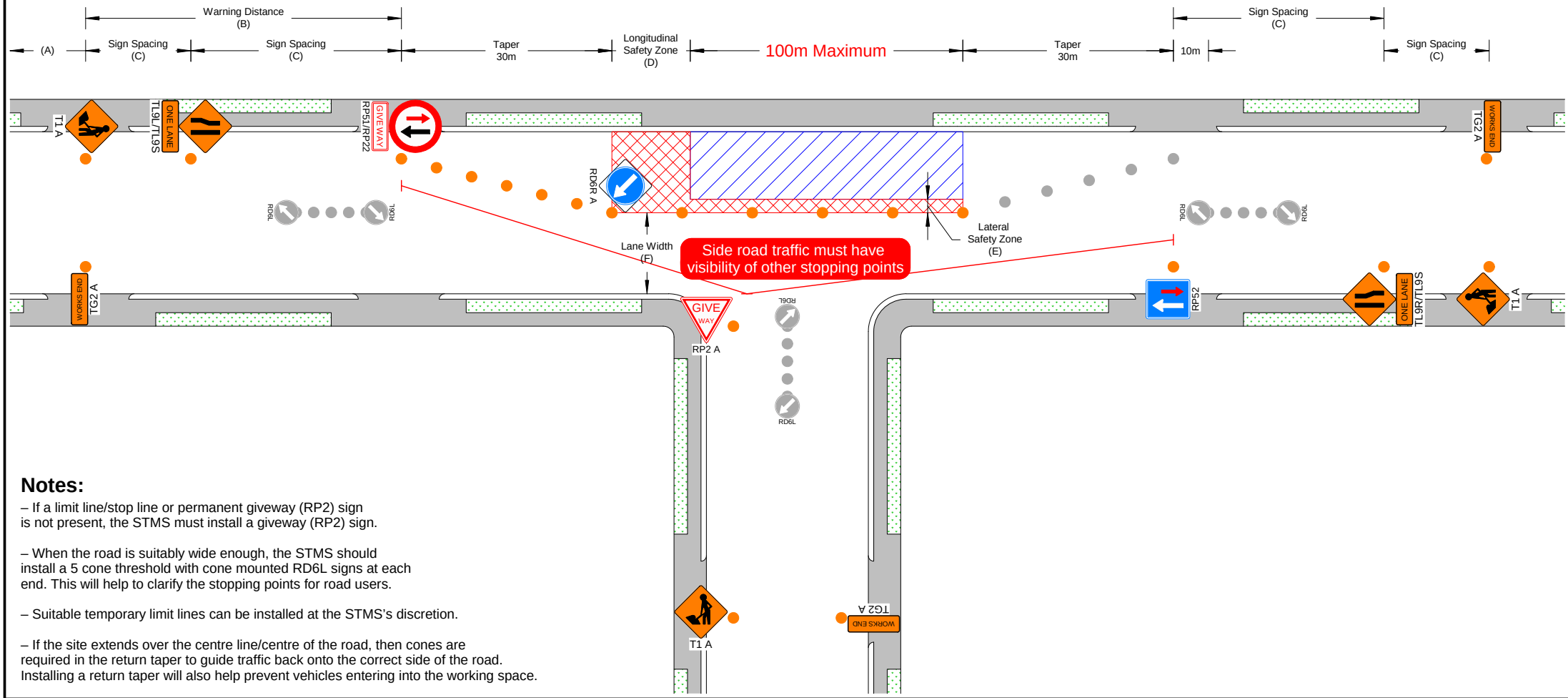
Detail:

THREE WAY INTERSECTION

Restrictions:

ROAD LEVEL: LV

SPEED LIMIT: ALL



Notes:

– If a limit line/stop line or permanent giveway (RP2) sign is not present, the STMS must install a giveway (RP2) sign.

– When the road is suitably wide enough, the STMS should install a 5 cone threshold with cone mounted RD6L signs at each end. This will help to clarify the stopping points for road users.

– Suitable temporary limit lines can be installed at the STMS's discretion.

– If the site extends over the centre line/centre of the road, then cones are required in the return taper to guide traffic back onto the correct side of the road. Installing a return taper will also help prevent vehicles entering into the working space.

UTMD Reference:

044A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

GIVE WAY CONTROL

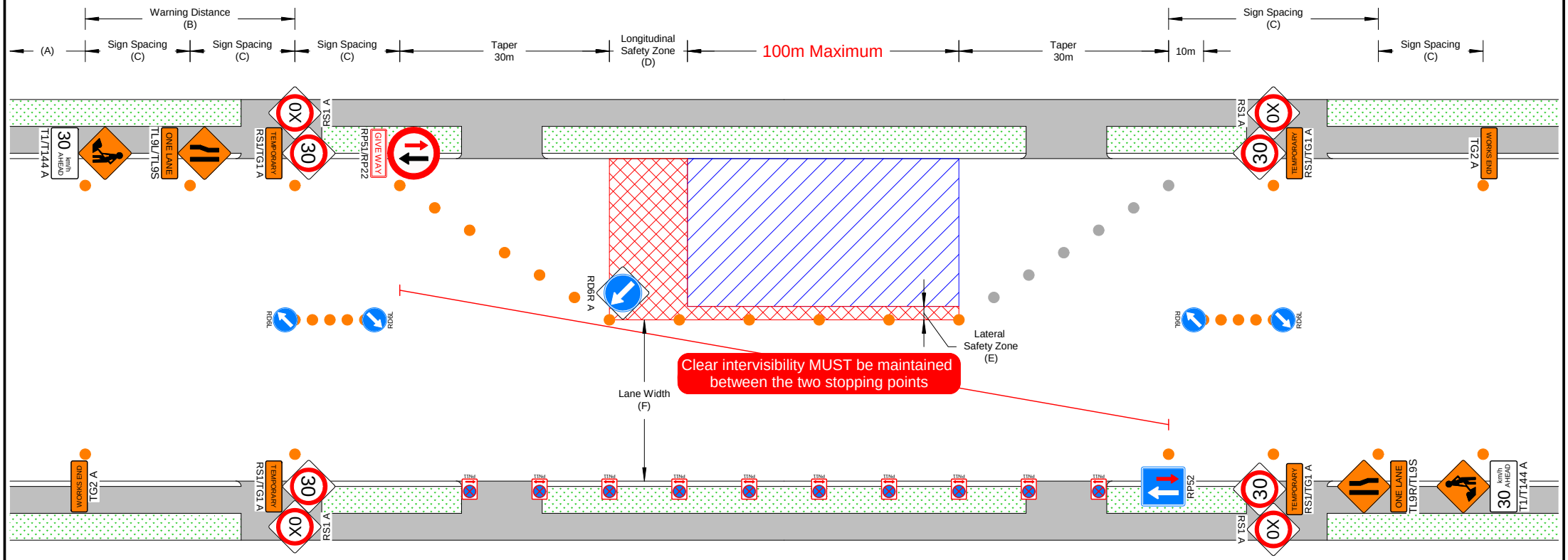
Detail:

VARIATION 1
(UNDER 1000VPD)

Restrictions:

ROAD LEVEL:
L1

SPEED LIMIT:
ALL



Notes:

– Thresholds must be used to narrow lane approach to 2.75m.

– Suitable temporary limit lines can be installed at the STMS's discretion.

– If the site extends over the centre line/centre of the road, then cones are required in the return taper to guide traffic back onto the correct side of the road. Installing a return taper will also help prevent vehicles entering into the working space.

UTMD Reference: **045A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

GIVE WAY CONTROL

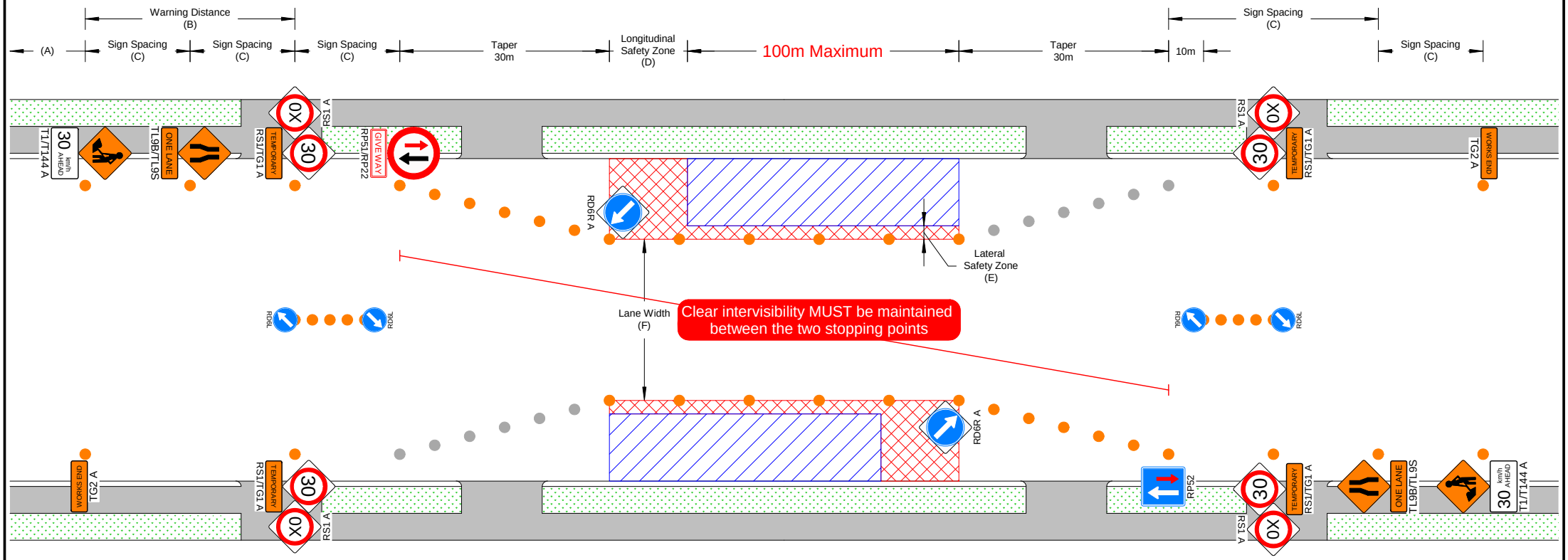
Detail:

VARIATION 2
(UNDER 1000VPD)

Restrictions:

ROAD LEVEL:
L1

SPEED LIMIT:
ALL



Notes:

– Thresholds must be used to narrow lane approach to 2.75m.

– Suitable temporary limit lines can be installed at the STMS's discretion.

UTMD Reference: **046A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

MANUAL TRAFFIC CONTROL

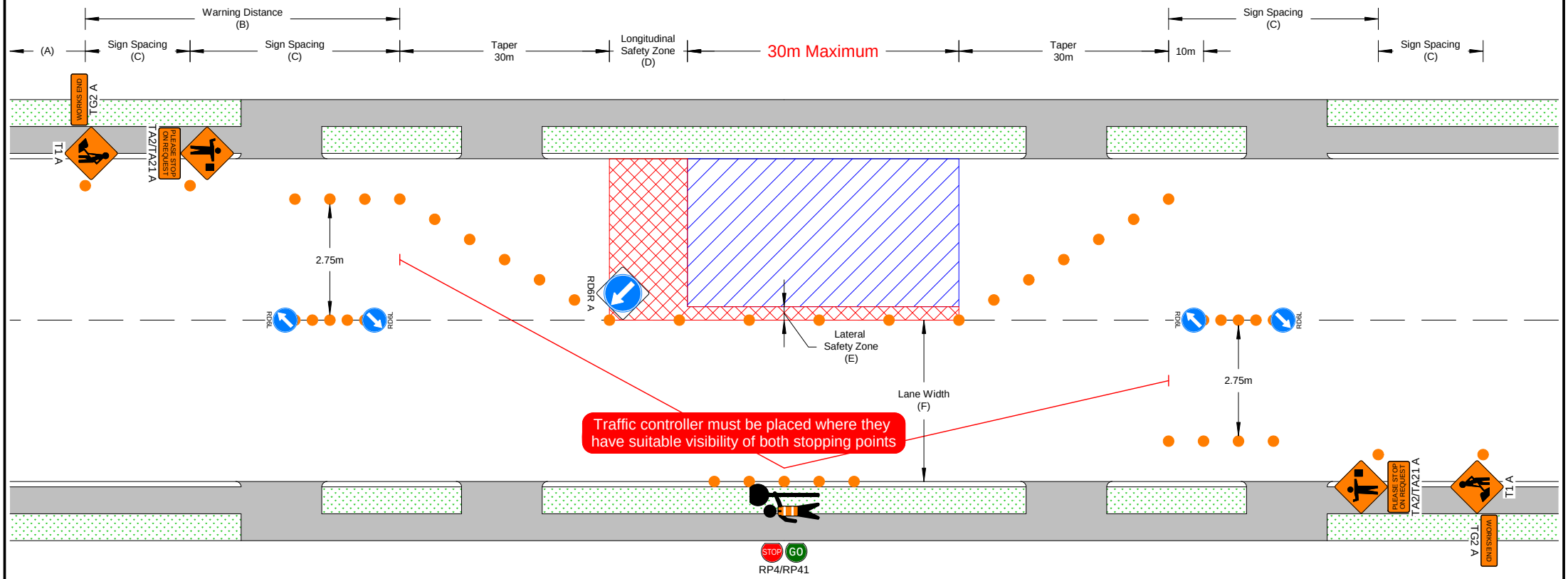
Detail:

SINGLE CONTROLLER

Restrictions:

ROAD LEVEL: LV

SPEED LIMIT: UNDER 65KPH



Notes:

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (G) and RD6L must be installed on the opposing approach.

– Suitable temporary limit lines can be installed at the STMS's discretion.

– The STMS must consider the most appropriate variation of manual traffic control i.e. is a two-person manual traffic control a more appropriate traffic management methodology?

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
050A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

MANUAL TRAFFIC CONTROL

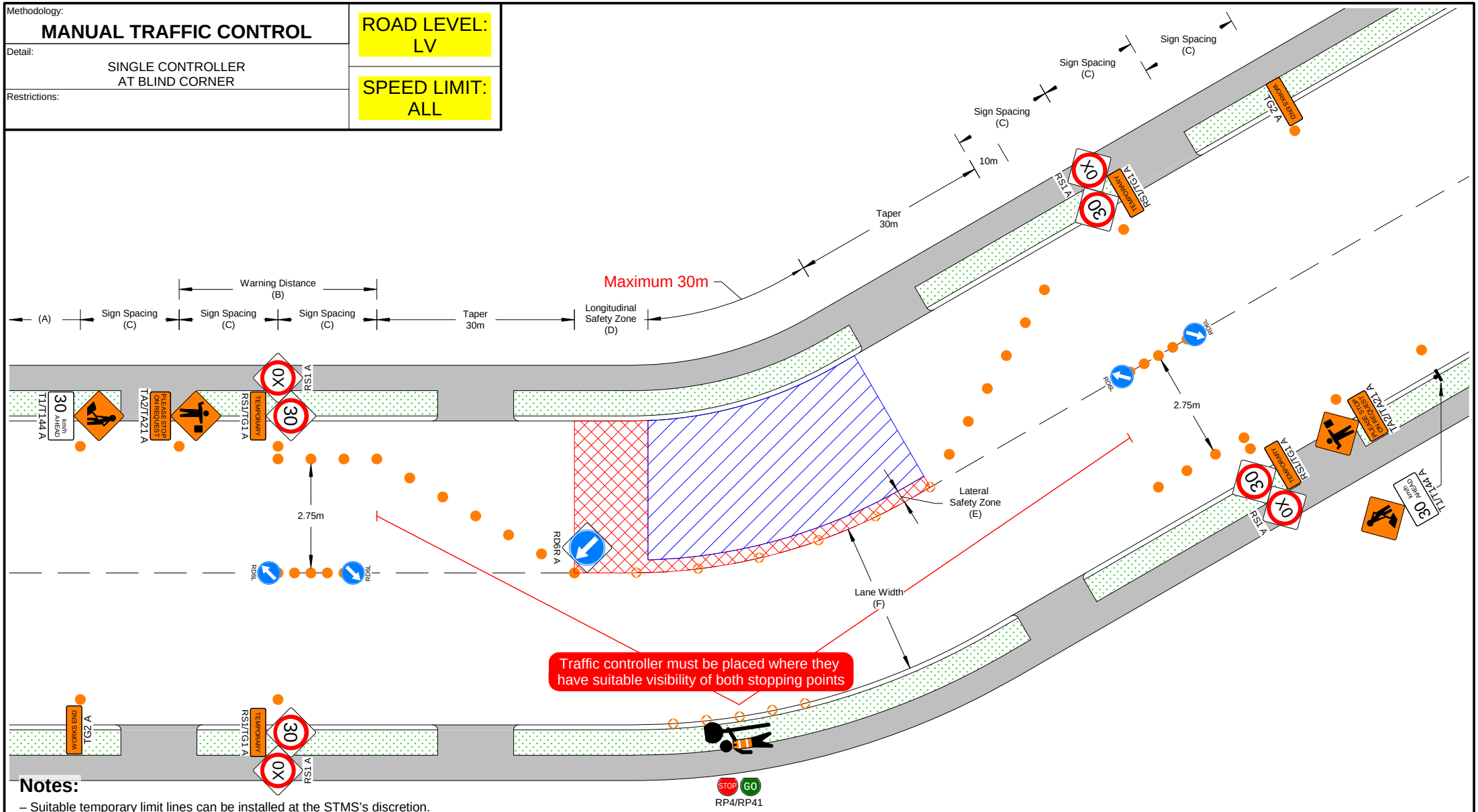
Detail:

SINGLE CONTROLLER
AT BLIND CORNER

Restrictions:

ROAD LEVEL:
LV

SPEED LIMIT:
ALL



Notes:

– Suitable temporary limit lines can be installed at the STMS's discretion.

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (G) and RD6L must be installed on the opposing approach.

– The STMS must consider the most appropriate variation of manual traffic control i.e. is a two-person manual traffic control a more appropriate traffic management methodology?

UTMD Reference: **051A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

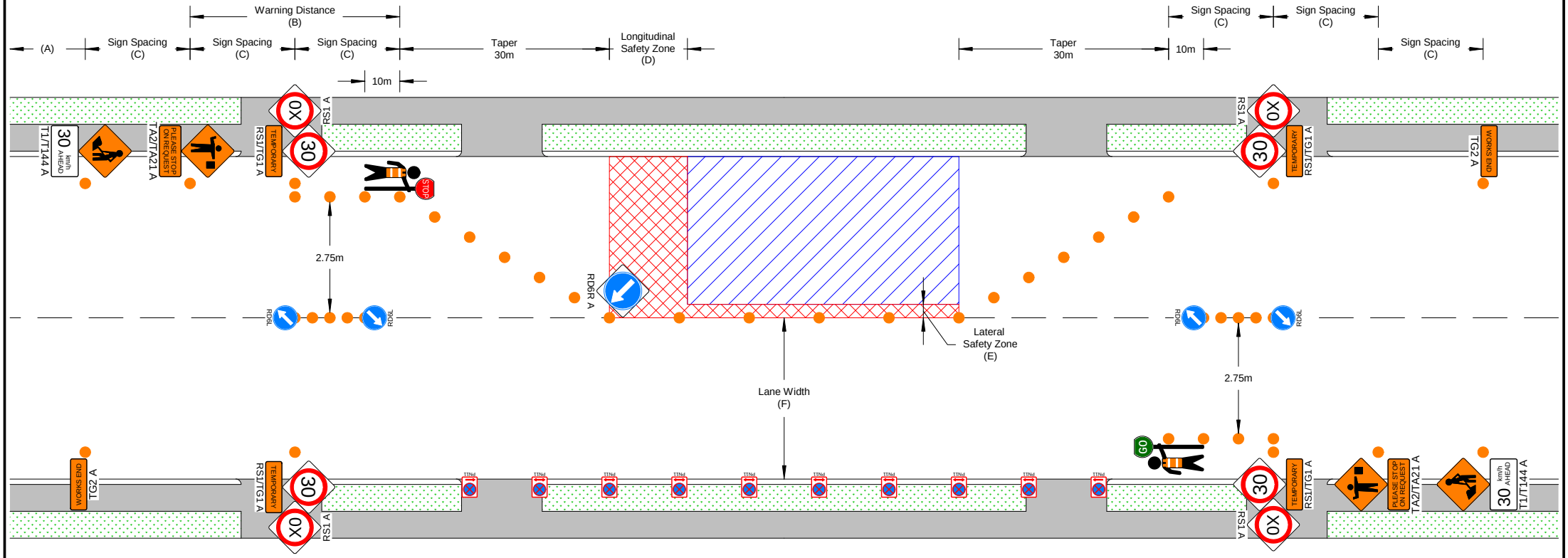
MANUAL TRAFFIC CONTROL

Detail:

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (G) and RD6L must be installed on the opposing approach.

– Return taper is mandatory for this set up – Refer to CoPTTM C10.2.3.

– Suitable temporary limit lines can be installed at the STMS's discretion.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
052A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

MANUAL TRAFFIC CONTROL

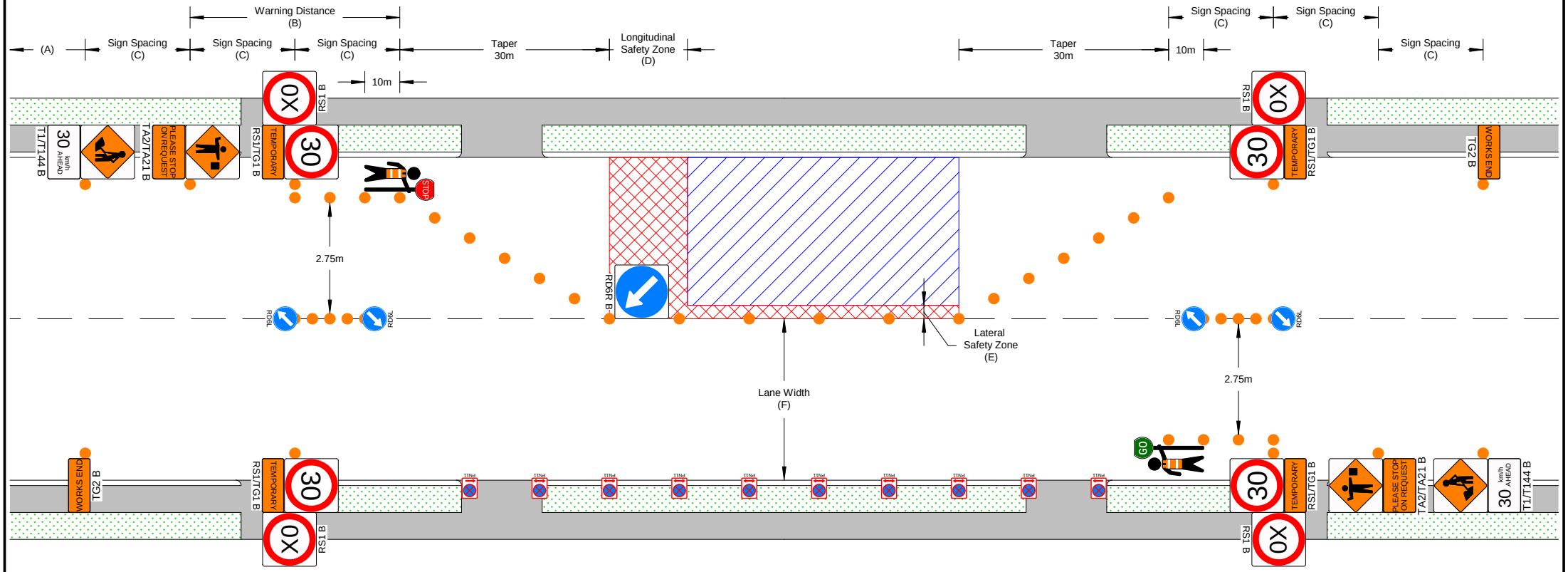
Detail:

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (H) and RD6L must be installed on the opposing approach.

– Return taper is mandatory for this set up – Refer to CoPTTM C10.2.3.

– Suitable temporary limit lines can be installed at the STMS's discretion.

UTMD Reference: **052B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

MANUAL TRAFFIC CONTROL

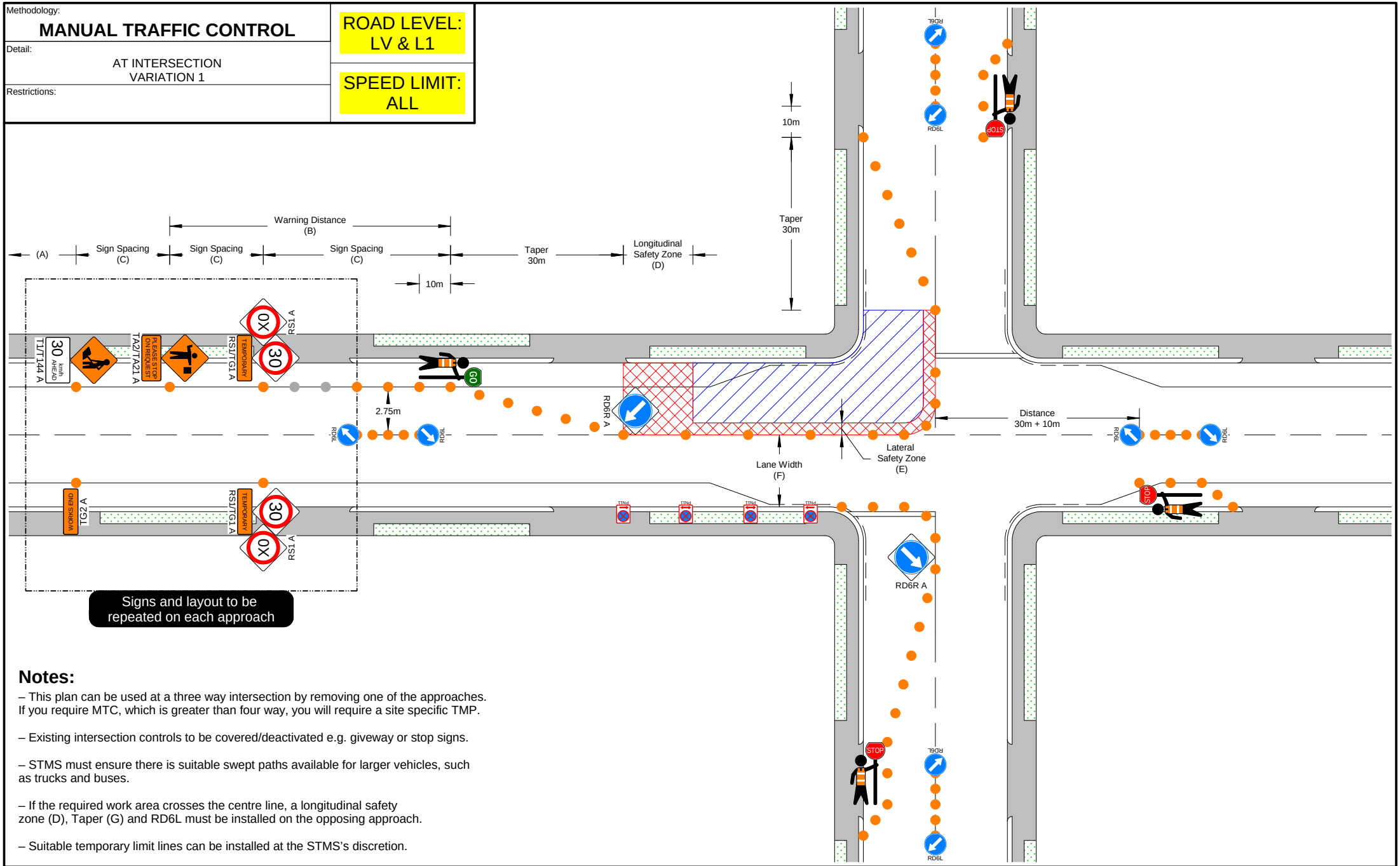
Detail:

AT INTERSECTION
VARIATION 1

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Signs and layout to be repeated on each approach

Notes:

– This plan can be used at a three way intersection by removing one of the approaches. If you require MTC, which is greater than four way, you will require a site specific TMP.

– Existing intersection controls to be covered/deactivated e.g. giveway or stop signs.

– STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (G) and RD6L must be installed on the opposing approach.

– Suitable temporary limit lines can be installed at the STMS's discretion.

UTMD Reference:

053A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

MANUAL TRAFFIC CONTROL

Detail:

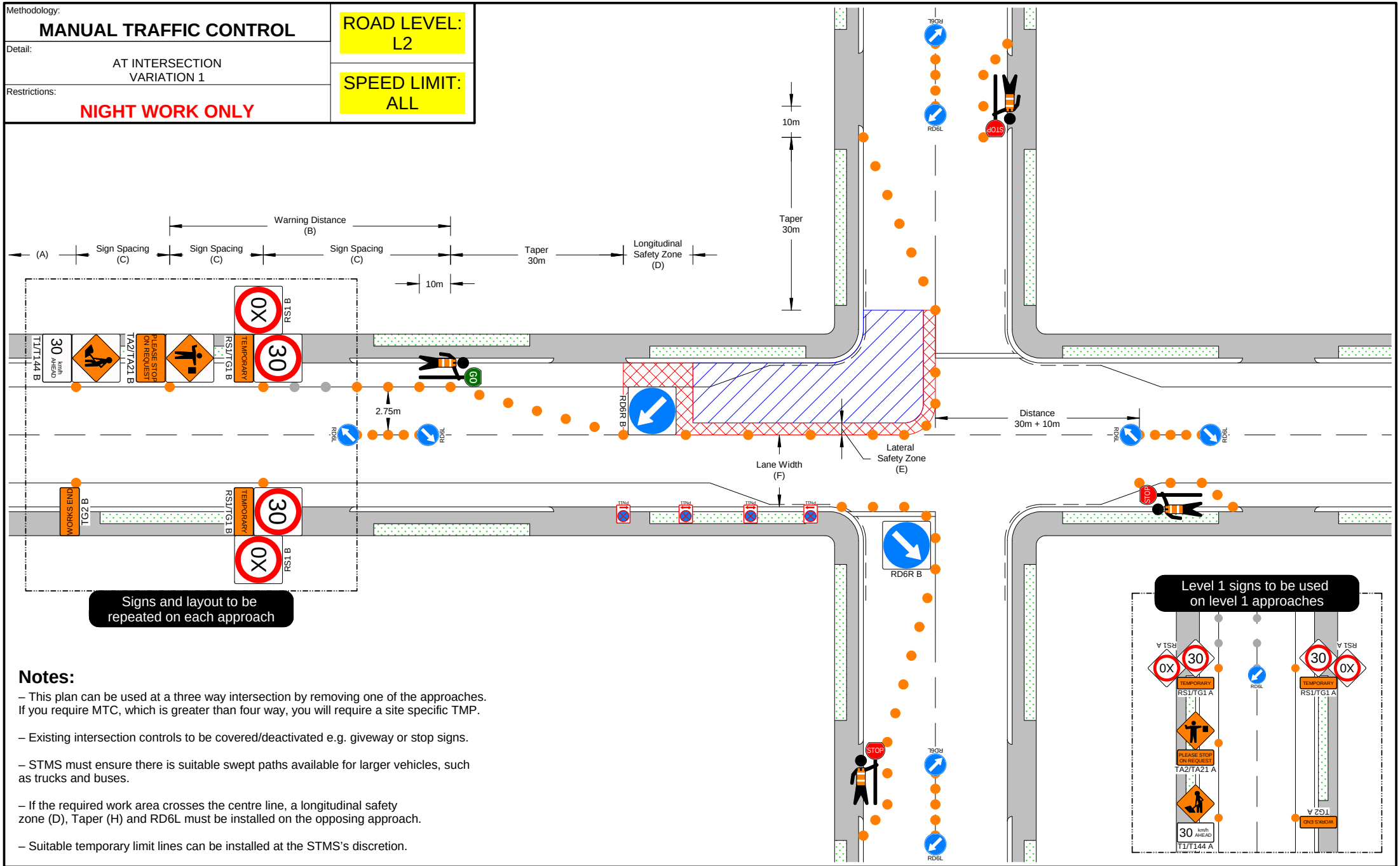
AT INTERSECTION
VARIATION 1

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This plan can be used at a three way intersection by removing one of the approaches. If you require MTC, which is greater than four way, you will require a site specific TMP.

– Existing intersection controls to be covered/deactivated e.g. giveway or stop signs.

– STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (H) and RD6L must be installed on the opposing approach.

– Suitable temporary limit lines can be installed at the STMS's discretion.

UTMD Reference: **053B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1	Date: JULY 2018	Submitted By:

Methodology:

MANUAL TRAFFIC CONTROL

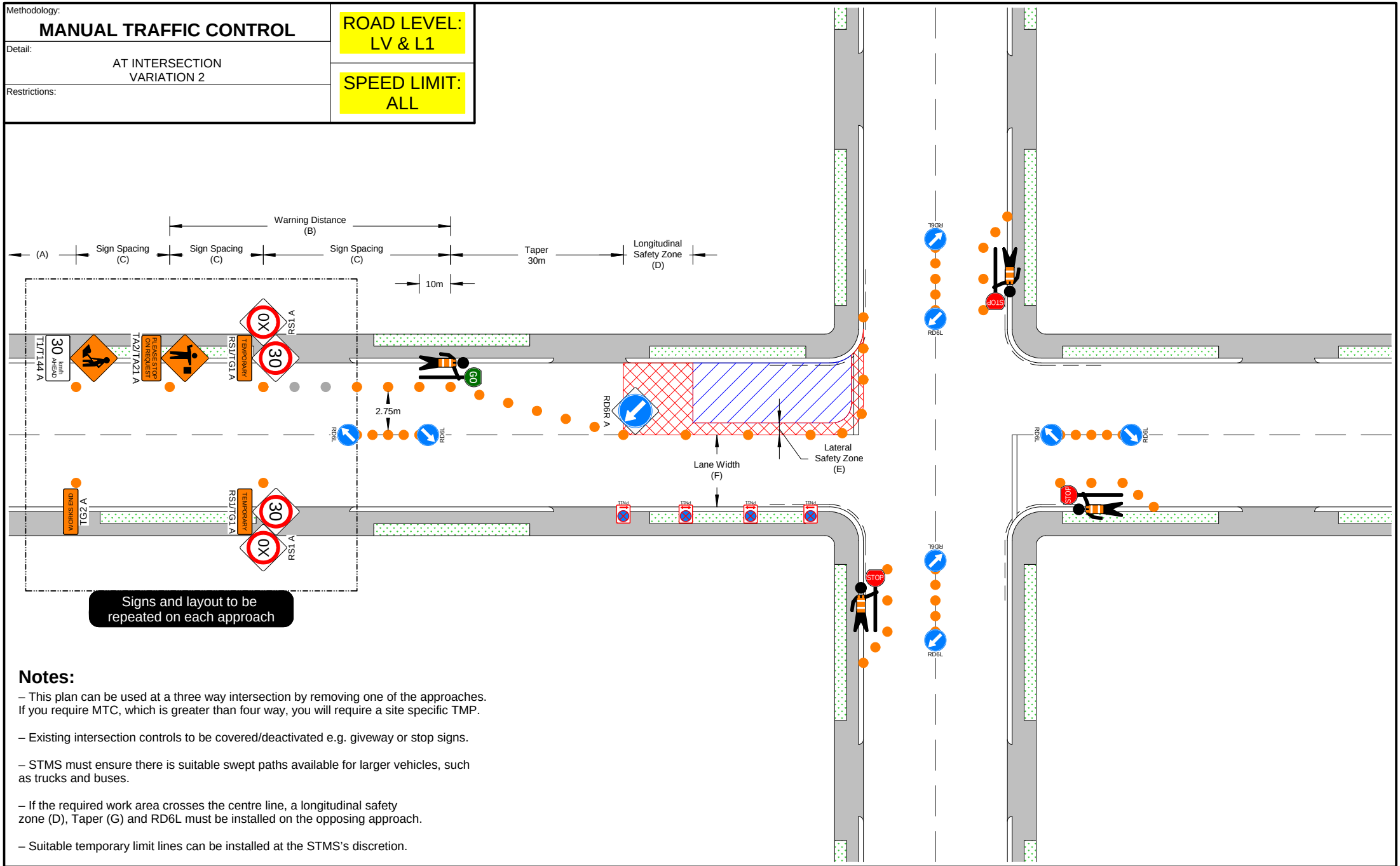
Detail:

AT INTERSECTION
VARIATION 2

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– This plan can be used at a three way intersection by removing one of the approaches. If you require MTC, which is greater than four way, you will require a site specific TMP.

– Existing intersection controls to be covered/deactivated e.g. giveway or stop signs.

– STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (G) and RD6L must be installed on the opposing approach.

– Suitable temporary limit lines can be installed at the STMS's discretion.

UTMD Reference:

054A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

MANUAL TRAFFIC CONTROL

Detail:

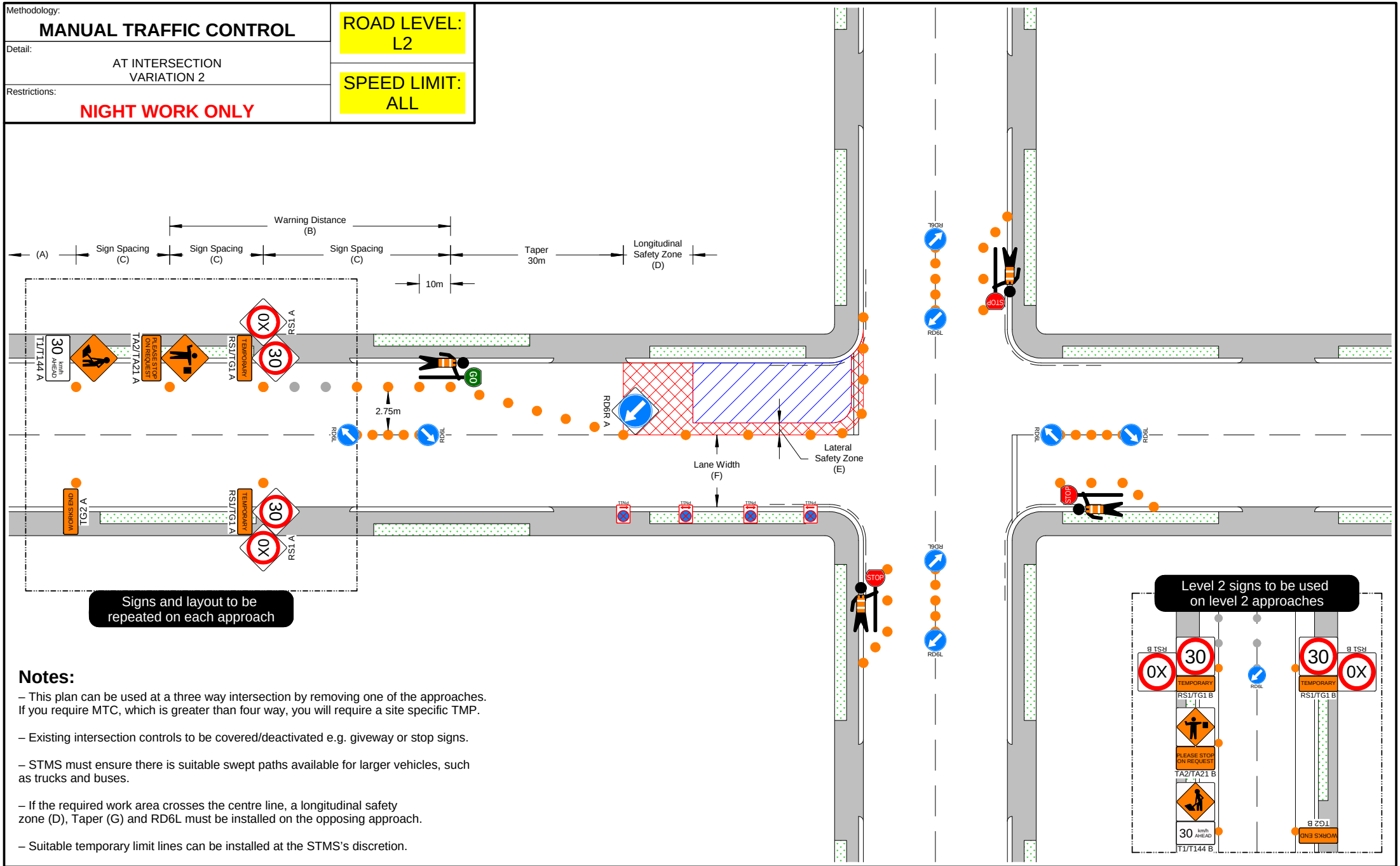
AT INTERSECTION
VARIATION 2

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This plan can be used at a three way intersection by removing one of the approaches. If you require MTC, which is greater than four way, you will require a site specific TMP.

– Existing intersection controls to be covered/deactivated e.g. giveway or stop signs.

– STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (G) and RD6L must be installed on the opposing approach.

– Suitable temporary limit lines can be installed at the STMS's discretion.

UTMD Reference: **054B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1	Date: JULY 2018	Submitted By:

Methodology:

MANUAL TRAFFIC CONTROL

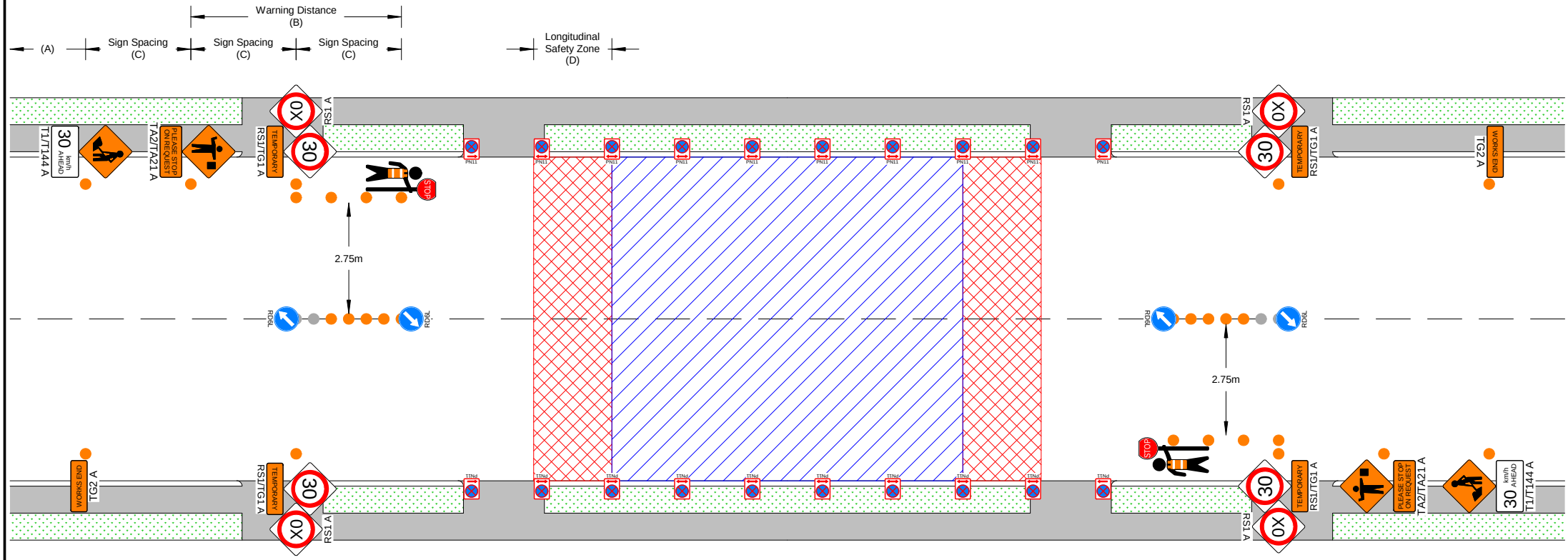
Detail:

ALL TRAFFIC STOPPED TEMPORARILY

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– Road users can be delayed for a maximum of 5 minutes. All road users must be suitably cleared (e.g. no vehicles stacking or stopped in two all stop operations) before another all stop operation is started.

– Suitable temporary limit lines can be installed at the STMS's discretion.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
055A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

MANUAL TRAFFIC CONTROL

Detail:

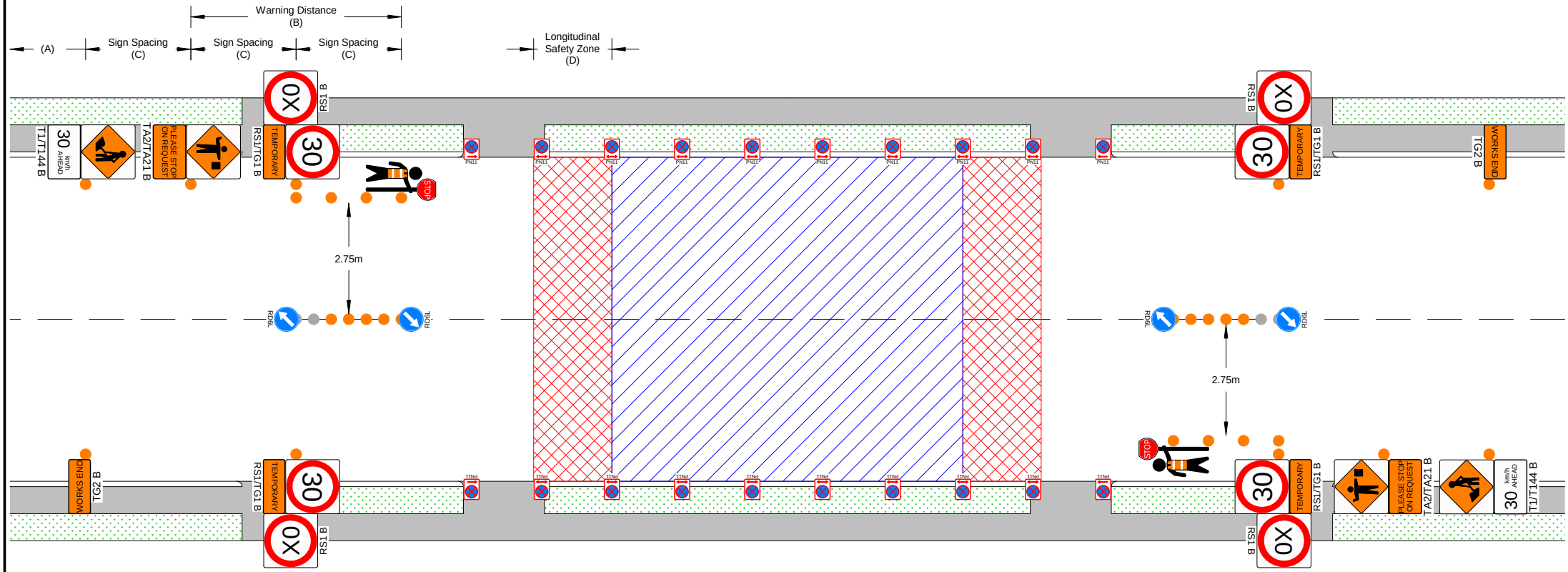
ALL TRAFFIC STOPPED TEMPORARILY

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Road users can be delayed for a maximum of 5 minutes. All road users must be suitably cleared (e.g. no vehicles stacking or stopped in two all stop operations) before another all stop operation is started.

– Suitable temporary limit lines can be installed at the STMS's discretion.

UTMD Reference: **055B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

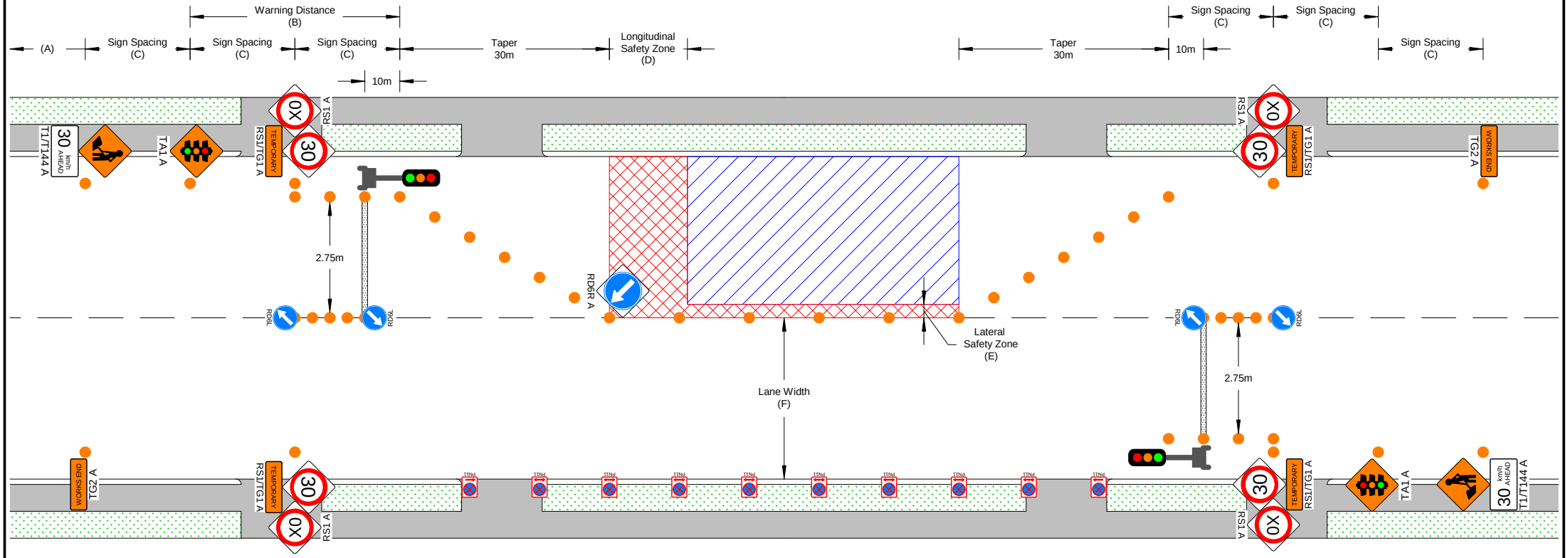
PORTABLE TRAFFIC SIGNALS

Detail:

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– The STMS must either install a 100mm wide temporary limit line or establish a RP61 / RP62 sign just prior to each temporary traffic signal. The placing must ensure where a vehicle stops has suitable visibility of the temporary traffic signal.

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (G) and RD6L must be installed on the opposing approach.

RP61 RP62

Temporary traffic light contingency:

A contingency plan must be able to be activated immediately by staff onsite should the temporary signals fail. This could include changing over to an applicable UTMD e.g. 052. Appropriate equipment e.g. Stop/Go paddles and TA2/TA21 signs must be onsite.

UTMD Reference:

060A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

PORTABLE TRAFFIC SIGNALS

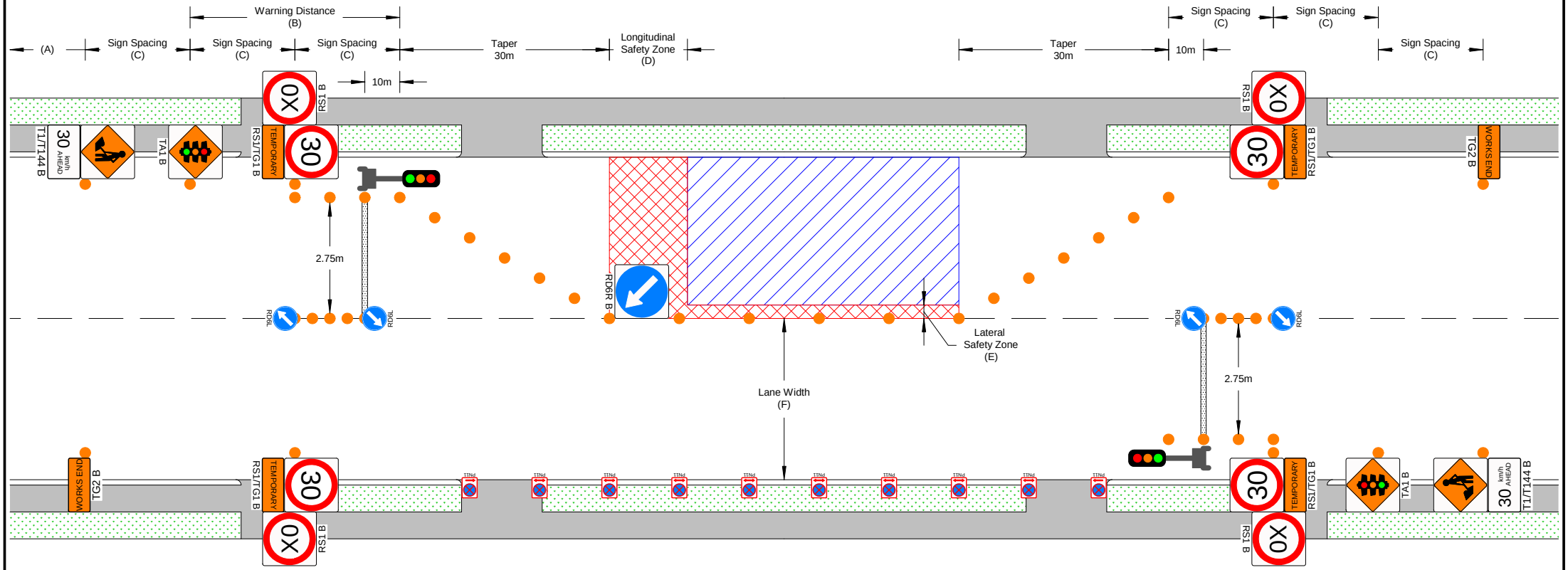
Detail:

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– The STMS must either install a 100mm wide temporary limit line or establish a RP61 / RP62 sign just prior to each temporary traffic signal. The placing must ensure where a vehicle stops has suitable visibility of the temporary traffic signal.

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (H) and RD6L must be installed on the opposing approach.

Temporary traffic light contingency:

A contingency plan must be able to be activated immediately by staff onsite should the temporary signals fail. This could include changing over to an applicable UTMD e.g. 052. Appropriate equipment e.g. Stop/Go paddles and TA2/TA21 signs must be onsite.

UTMD Reference:

060B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

PORTABLE TRAFFIC SIGNALS

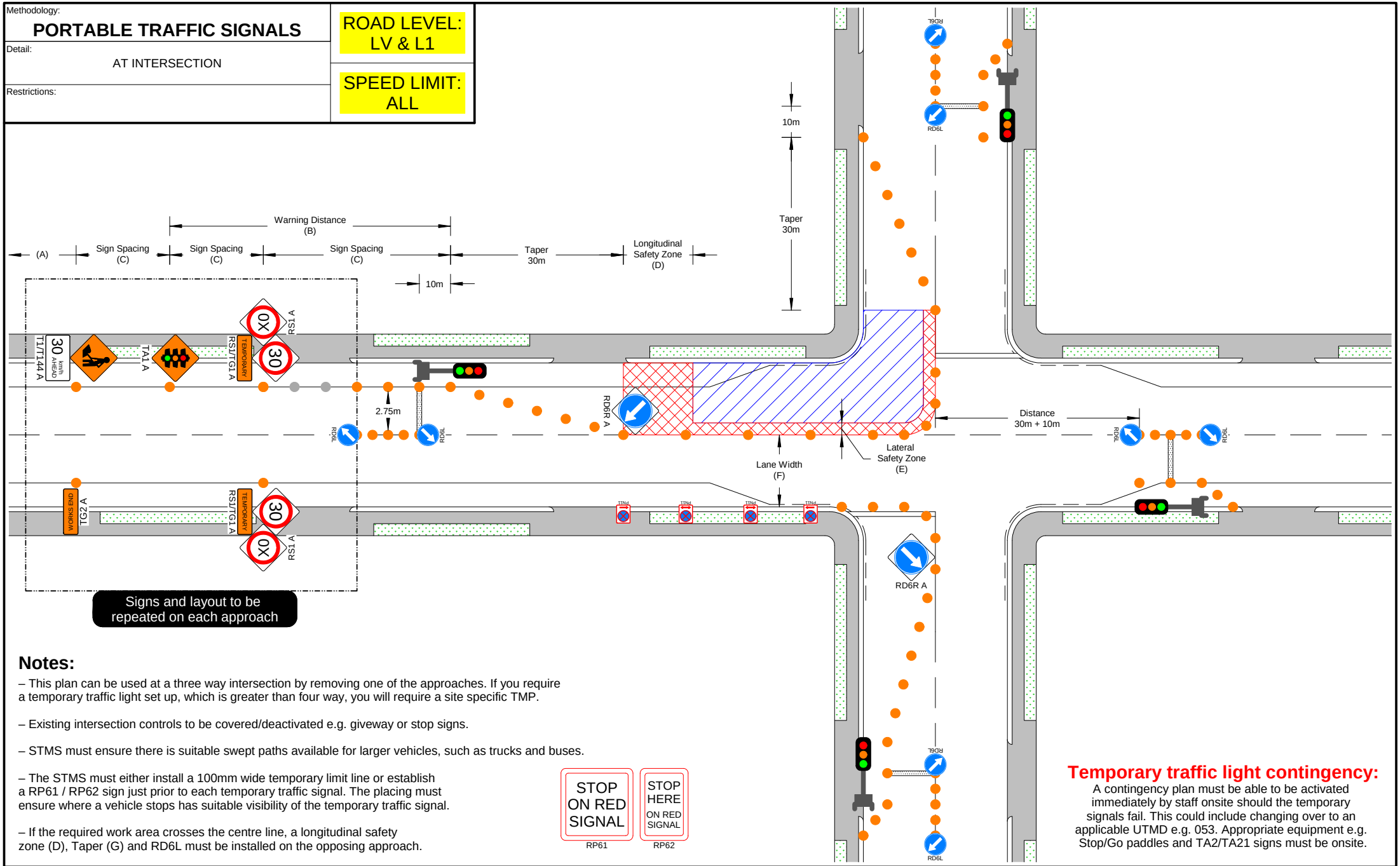
Detail:

AT INTERSECTION

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– This plan can be used at a three way intersection by removing one of the approaches. If you require a temporary traffic light set up, which is greater than four way, you will require a site specific TMP.

– Existing intersection controls to be covered/deactivated e.g. giveway or stop signs.

– STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– The STMS must either install a 100mm wide temporary limit line or establish a RP61 / RP62 sign just prior to each temporary traffic signal. The placing must ensure where a vehicle stops has suitable visibility of the temporary traffic signal.

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (G) and RD6L must be installed on the opposing approach.

Temporary traffic light contingency:

A contingency plan must be able to be activated immediately by staff onsite should the temporary signals fail. This could include changing over to an applicable UTMD e.g. 053. Appropriate equipment e.g. Stop/Go paddles and TA2/TA21 signs must be onsite.

UTMD Reference:

061A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

PORTABLE TRAFFIC SIGNALS

Detail:

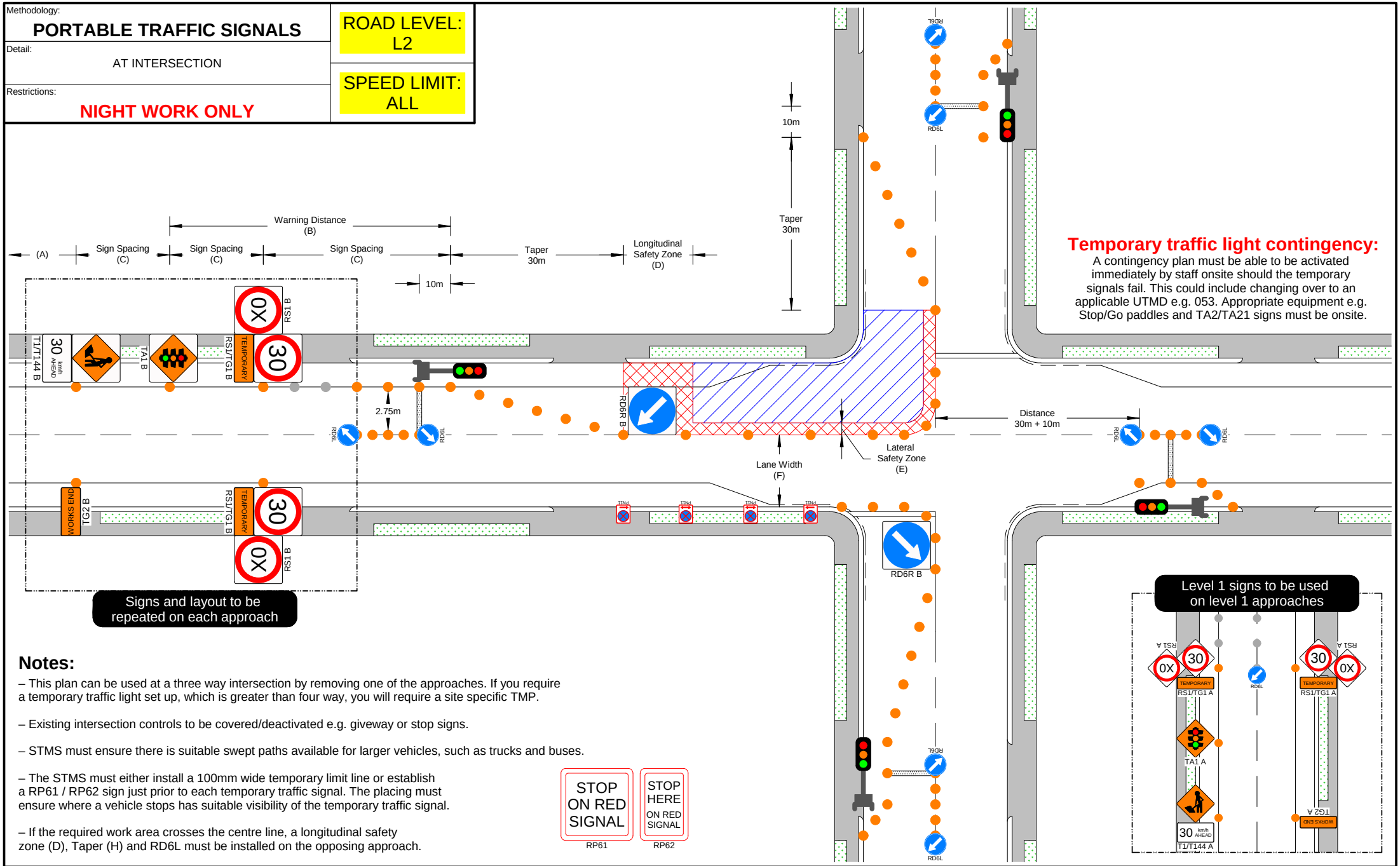
AT INTERSECTION

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Temporary traffic light contingency:

A contingency plan must be able to be activated immediately by staff onsite should the temporary signals fail. This could include changing over to an applicable UTMD e.g. 053. Appropriate equipment e.g. Stop/Go paddles and TA2/TA21 signs must be onsite.

Notes:

– This plan can be used at a three way intersection by removing one of the approaches. If you require a temporary traffic light set up, which is greater than four way, you will require a site specific TMP.

– Existing intersection controls to be covered/deactivated e.g. giveway or stop signs.

– STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– The STMS must either install a 100mm wide temporary limit line or establish a RP61 / RP62 sign just prior to each temporary traffic signal. The placing must ensure where a vehicle stops has suitable visibility of the temporary traffic signal.

– If the required work area crosses the centre line, a longitudinal safety zone (D), Taper (H) and RD6L must be installed on the opposing approach.

UTMD Reference:

061B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

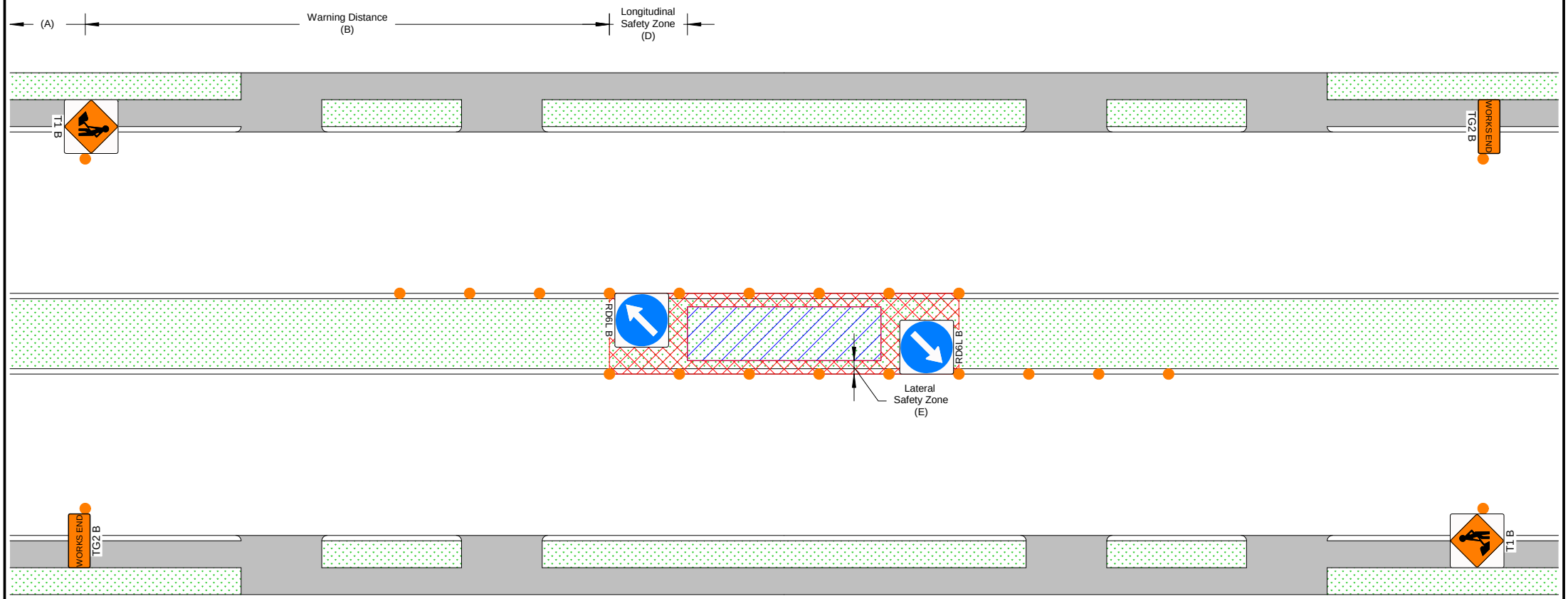
MEDIAN ISLAND

Detail:

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



UTMD Reference:

070B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

MEDIAN ISLAND

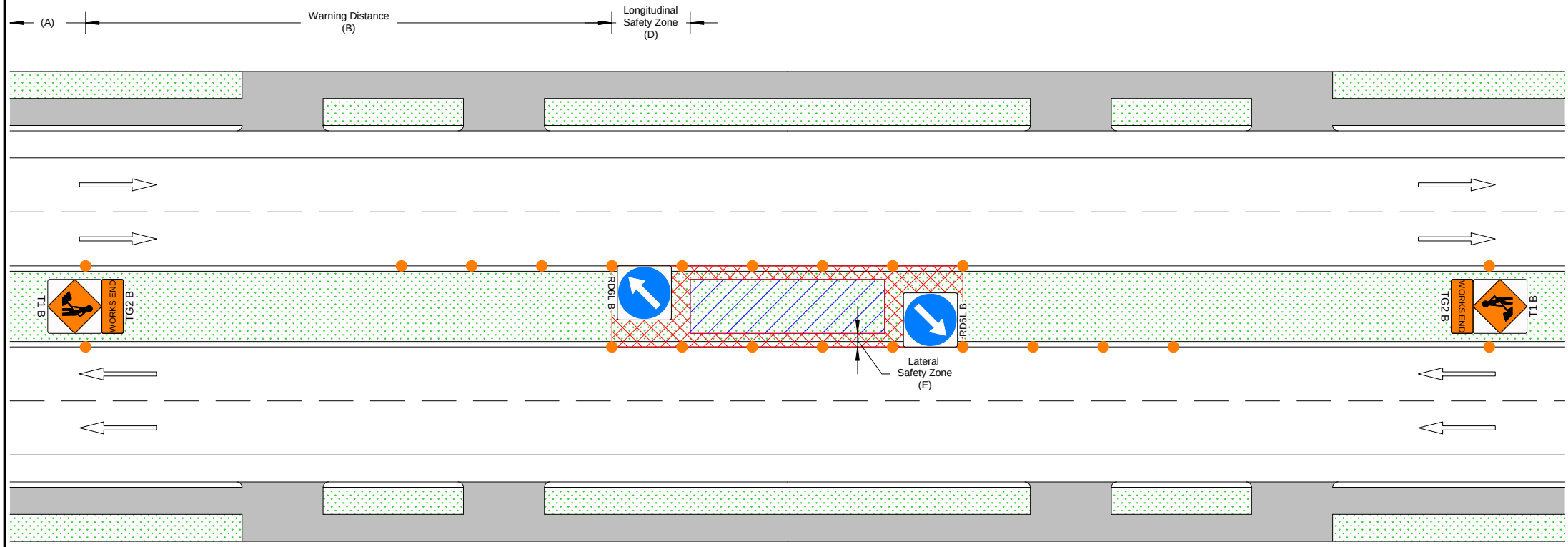
Detail:

MULTILANE ROAD

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



UTMD Reference:

071B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE

Operation: STATIC

Submitted By:

Methodology:

TURN POCKET CLOSURE

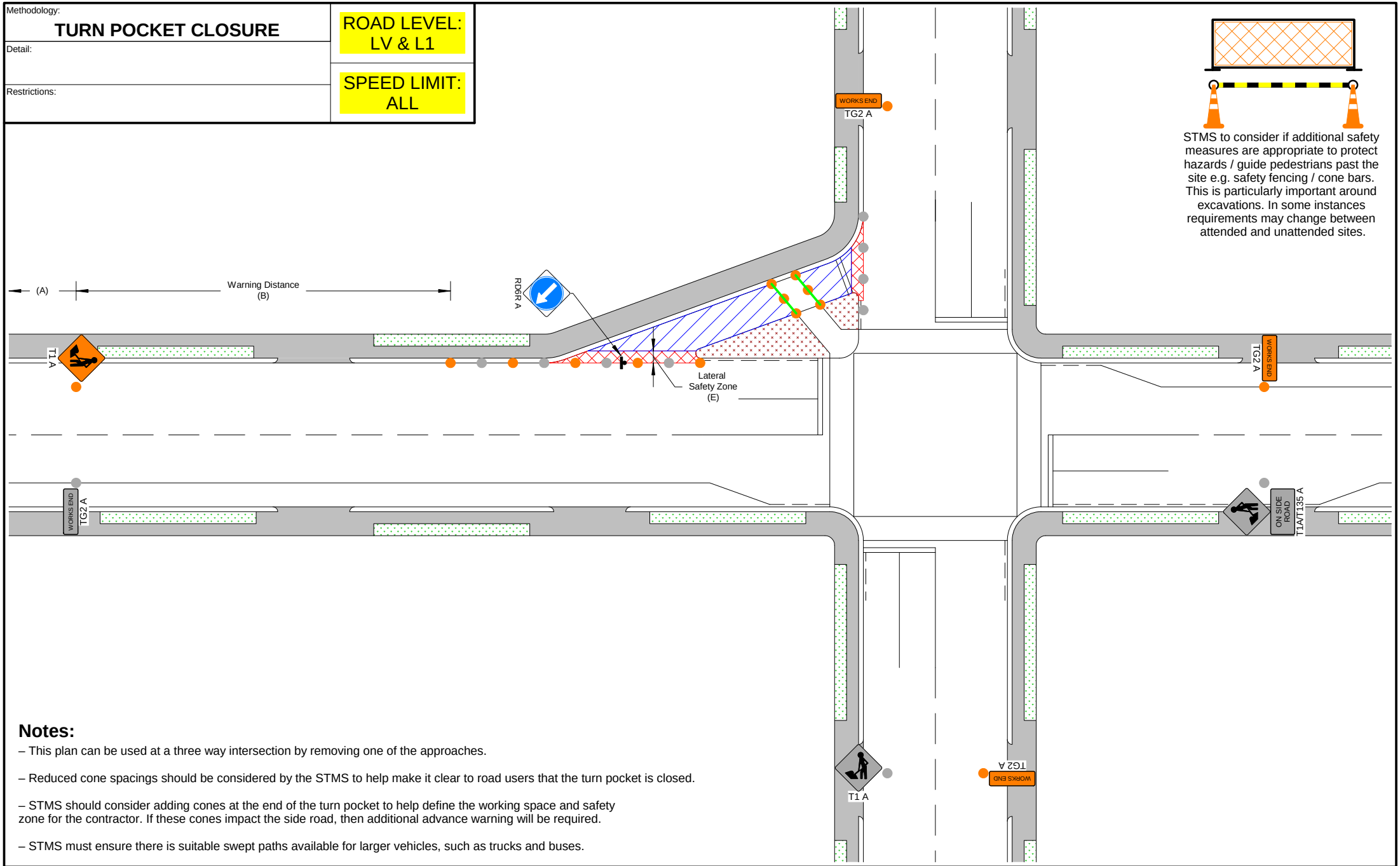
Detail:

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL

STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Notes:

– This plan can be used at a three way intersection by removing one of the approaches.

– Reduced cone spacings should be considered by the STMS to help make it clear to road users that the turn pocket is closed.

– STMS should consider adding cones at the end of the turn pocket to help define the working space and safety zone for the contractor. If these cones impact the side road, then additional advance warning will be required.

– STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
080A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

TURN POCKET CLOSURE

Detail:

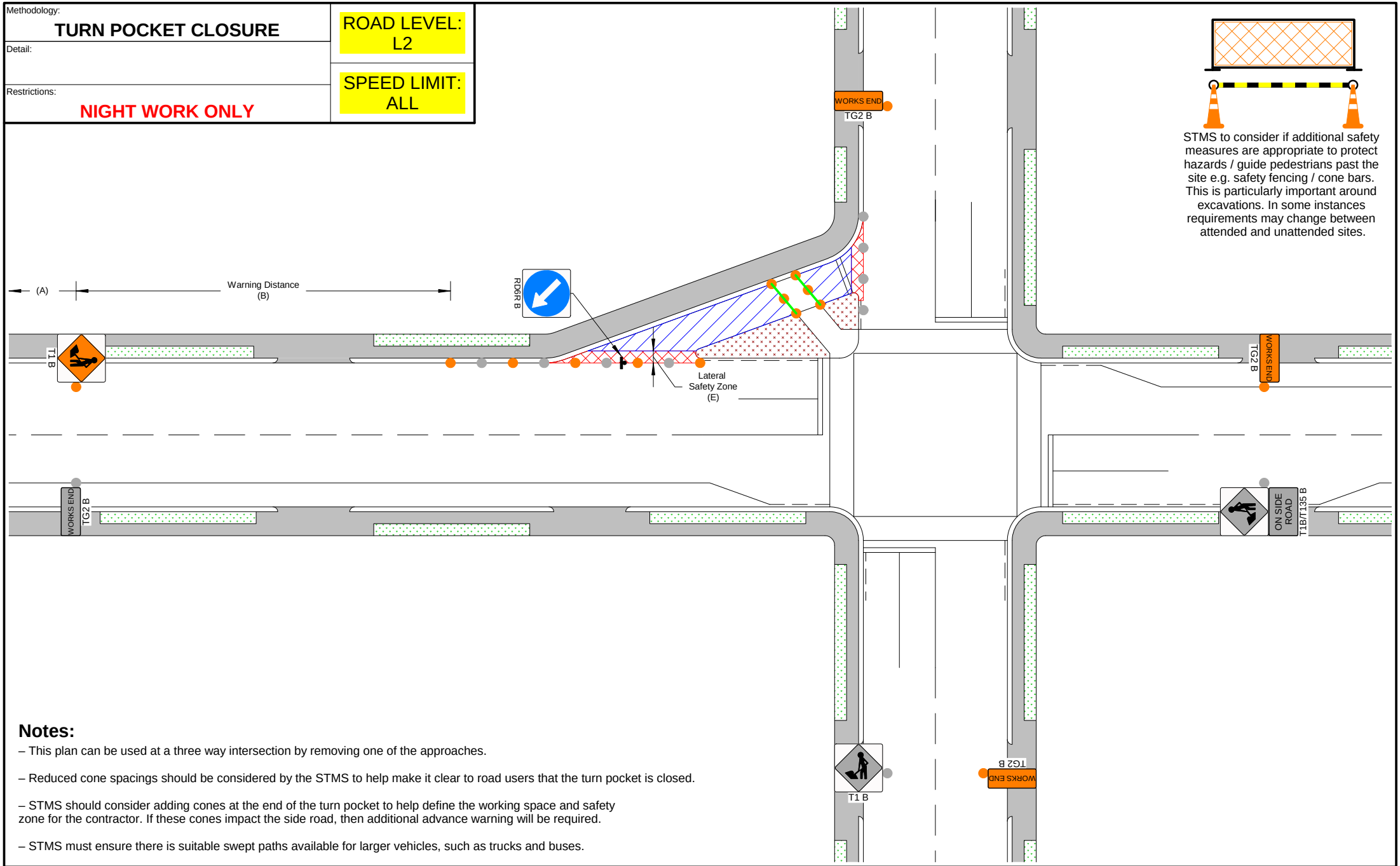
Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL

STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Notes:

– This plan can be used at a three way intersection by removing one of the approaches.

– Reduced cone spacings should be considered by the STMS to help make it clear to road users that the turn pocket is closed.

– STMS should consider adding cones at the end of the turn pocket to help define the working space and safety zone for the contractor. If these cones impact the side road, then additional advance warning will be required.

– STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

UTMD Reference: **080B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

TURN POCKET CLOSURE

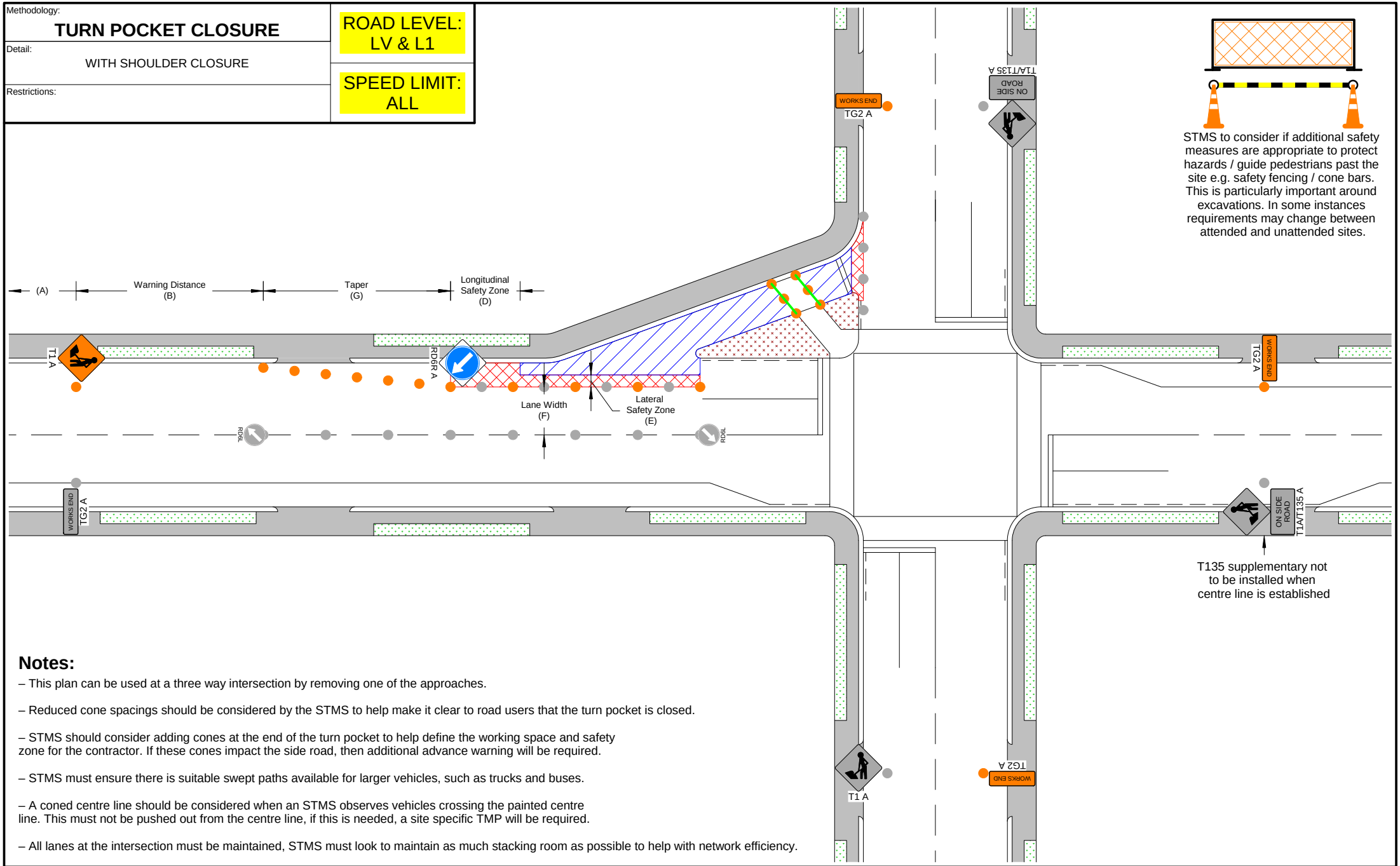
Detail:

WITH SHOULDER CLOSURE

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.

T135 supplementary not to be installed when centre line is established

Notes:

– This plan can be used at a three way intersection by removing one of the approaches.

– Reduced cone spacings should be considered by the STMS to help make it clear to road users that the turn pocket is closed.

– STMS should consider adding cones at the end of the turn pocket to help define the working space and safety zone for the contractor. If these cones impact the side road, then additional advance warning will be required.

– STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP will be required.

– All lanes at the intersection must be maintained, STMS must look to maintain as much stacking room as possible to help with network efficiency.

UTMD Reference: **081A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1	Date: JULY 2018	Submitted By:

Methodology:

TURN POCKET CLOSURE

Detail:

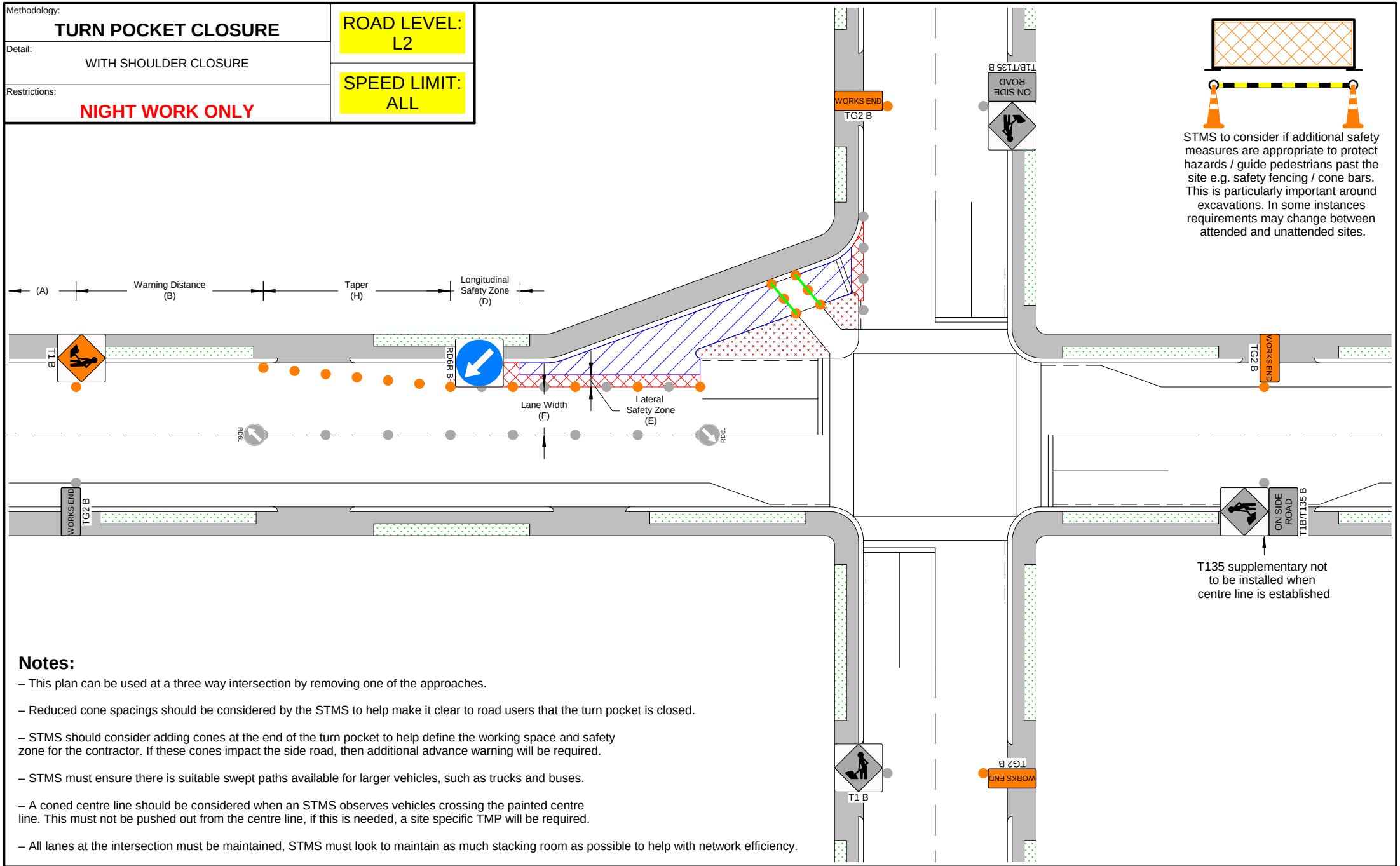
WITH SHOULDER CLOSURE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.

Notes:

– This plan can be used at a three way intersection by removing one of the approaches.

– Reduced cone spacings should be considered by the STMS to help make it clear to road users that the turn pocket is closed.

– STMS should consider adding cones at the end of the turn pocket to help define the working space and safety zone for the contractor. If these cones impact the side road, then additional advance warning will be required.

– STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP will be required.

– All lanes at the intersection must be maintained, STMS must look to maintain as much stacking room as possible to help with network efficiency.

UTMD Reference: **081B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1	Date: JULY 2018	Submitted By:

Methodology:

PEDESTRIAN PROVISION

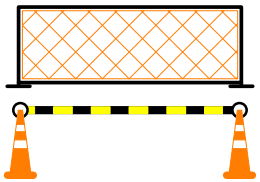
Detail:

FOOTPATH RESTRICTED / DIVERTED BEHIND BERM

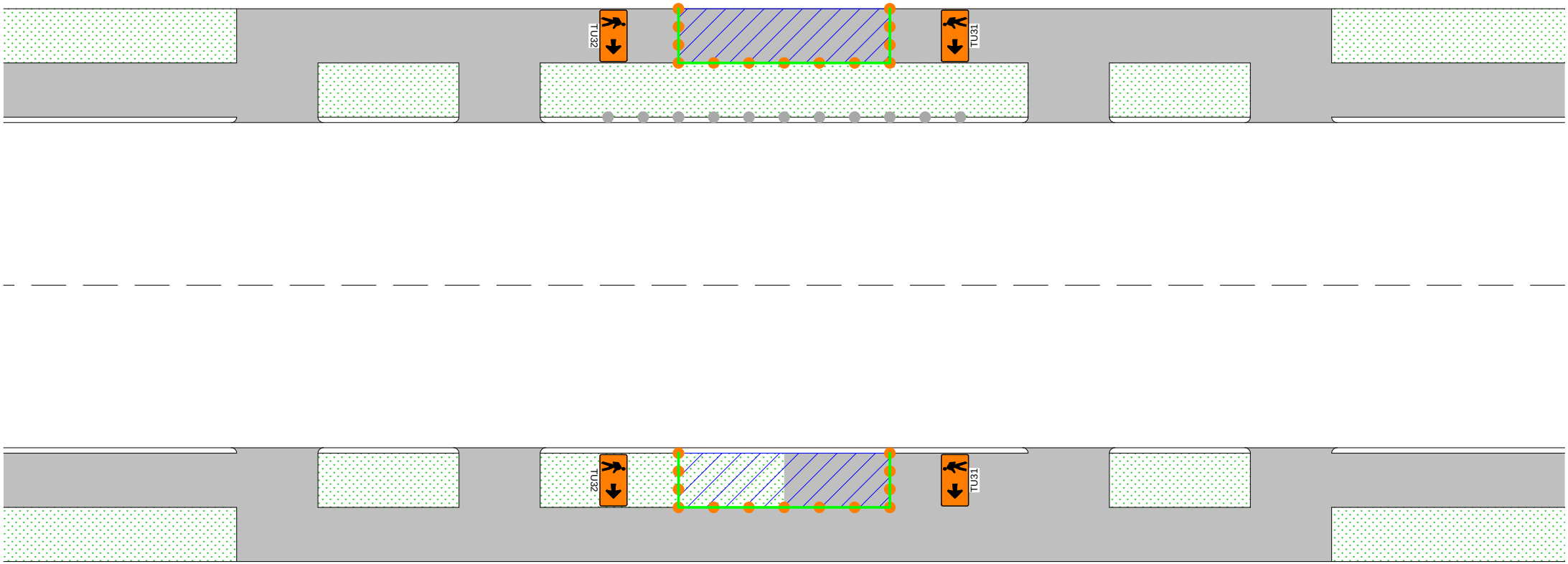
Restrictions:

ROAD LEVEL: ALL

SPEED LIMIT: ALL



STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Temporary Footpath Widths - CoPTTM C13.2.2		
Location	Min. Width	Comments
Residental/Rural	0.9m	Where the length of the temporary footpath exceeds 20m, these widths may need to be increased so pedestrians do not have to wait to pass
Suburban centre	1.2m	
Central business district (CBD) and commercial zones	2.0m	
Commercial zone include shops, schools, visually impaired routes, aged persons homes, hospitals, tourist attractions, bus stops, libraries		

Notes:

– All surfaces that pedestrians are detoured onto must be trafficable e.g. it is not acceptable to put pedestrians onto wet grass or mud.

UTMD Reference: **090**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ALL	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

PEDESTRIAN PROVISION

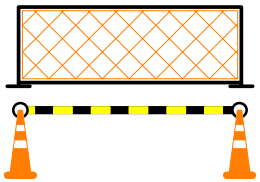
Detail:

FOOTPATH DIVERTED ONTO CARRIAGEWAY

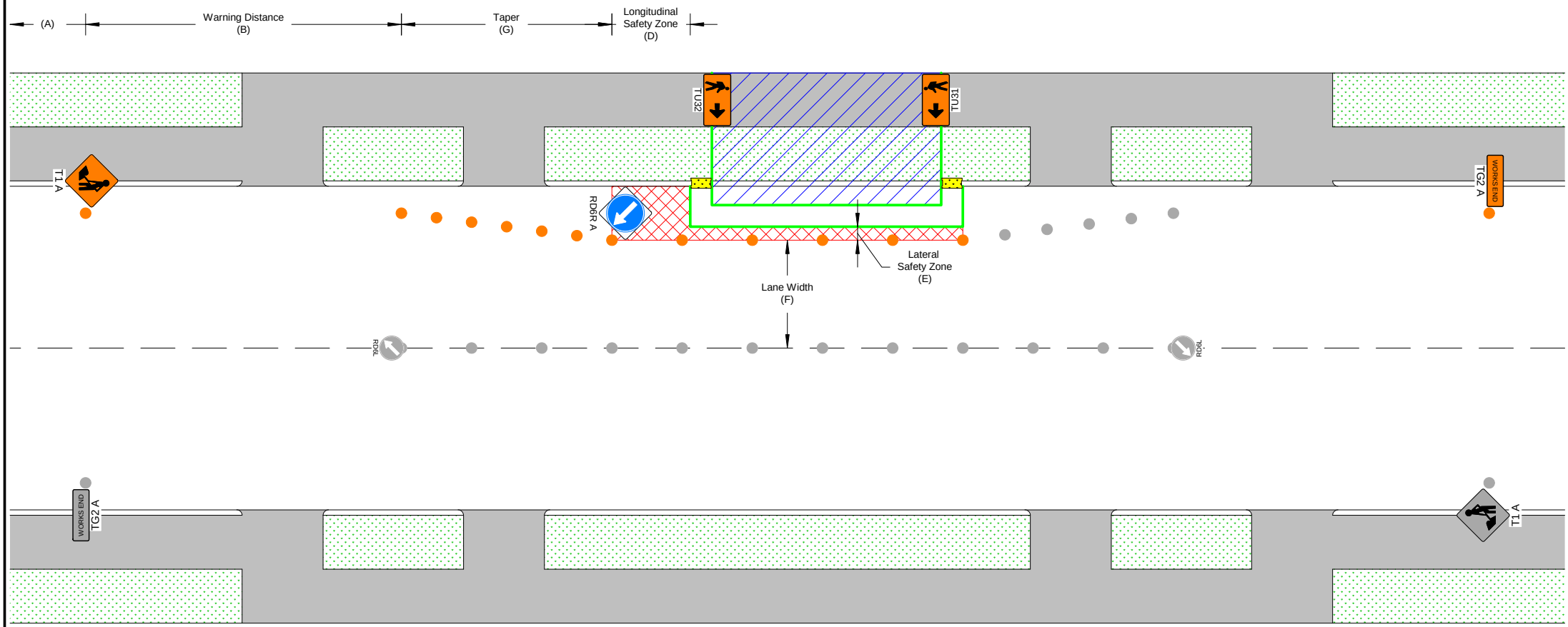
Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– All surfaces that pedestrians are detoured onto must be trafficable
e.g. it is not acceptable to put pedestrians onto wet grass or mud.

– STMS will need to install a suitable ramp where pedestrians are required to traverse uneven surfaces e.g. transitioning from a footpath to the road over a kerb.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP may be required.

Temporary Footpath Widths - CoPTTM C13.2.2		
Location	Min. Width	Comments
Residental/Rural	0.9m	Where the length of the temporary footpath exceeds 20m, these widths may need to be increased so pedestrians do not have to wait to pass
Suburban centre	1.2m	
Central business district (CBD) and commercial zones	2.0m	
Commercial zone include shops, schools, visually impaired routes, aged persons homes, hospitals, tourist attractions, bus stops, libraries		

UTMD Reference:

091A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: ALL

Operation: STATIC

Submitted By:

Methodology:

PEDESTRIAN PROVISION

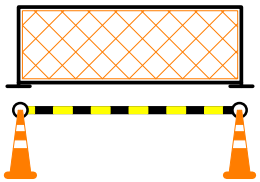
Detail:

FOOTPATH DIVERTED ONTO CARRIAGEWAY

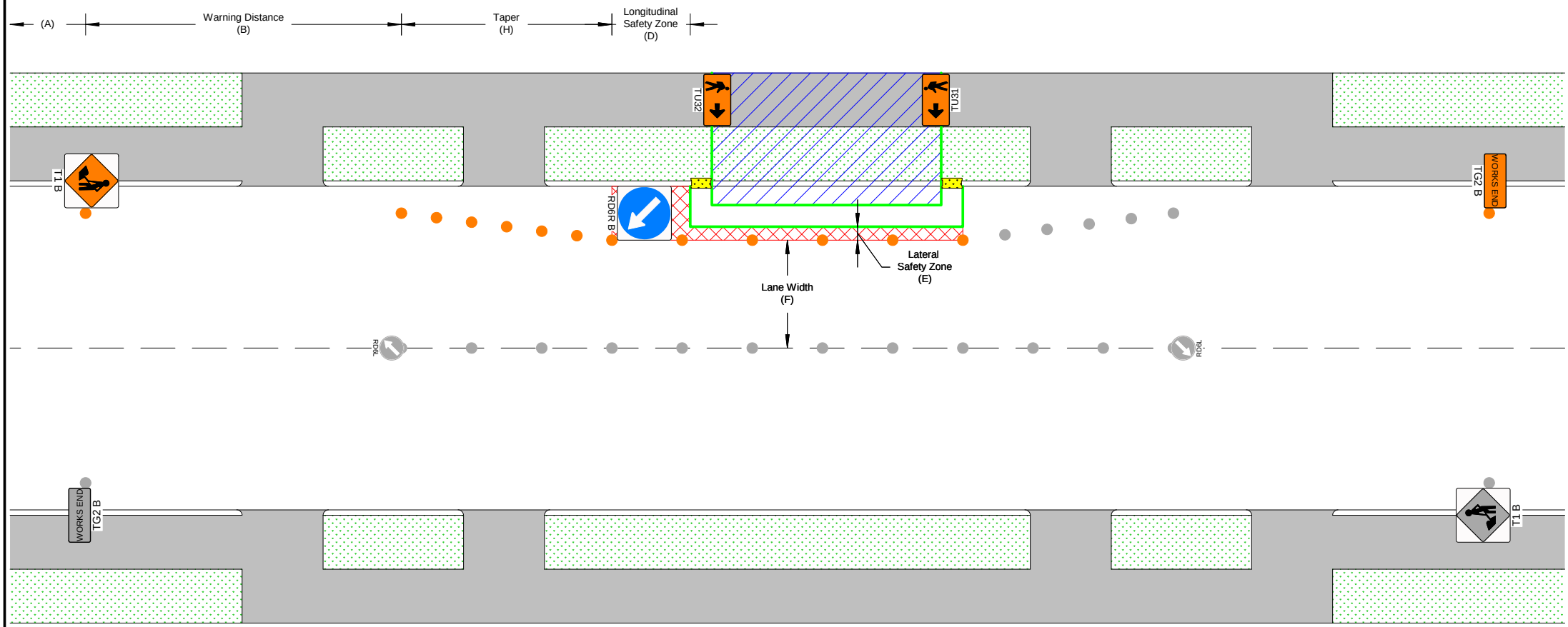
Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– All surfaces that pedestrians are detoured onto must be trafficable e.g. it is not acceptable to put pedestrians onto wet grass or mud.

– STMS will need to install a suitable ramp where pedestrians are required to traverse uneven surfaces e.g. transitioning from a footpath to the road over a kerb.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP may be required.

Temporary Footpath Widths - CoPTTM C13.2.2

Location	Min. Width	Comments
Residental/Rural	0.9m	Where the length of the temporary footpath exceeds 20m, these widths may need to be increased so pedestrians do not have to wait to pass
Suburban centre	1.2m	
Central business district (CBD) and commercial zones	2.0m	
Commercial zone include shops, schools, visually impaired routes, aged persons homes, hospitals, tourist attractions, bus stops, libraries		

UTMD Reference:

091B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: ALL

Operation: STATIC

Submitted By:

Methodology:

PEDESTRIAN PROVISION

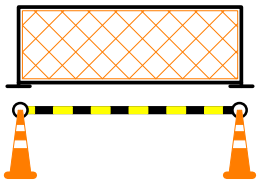
Detail:

FOOTPATH CLOSED - PEDESTRIANS ESCORTED

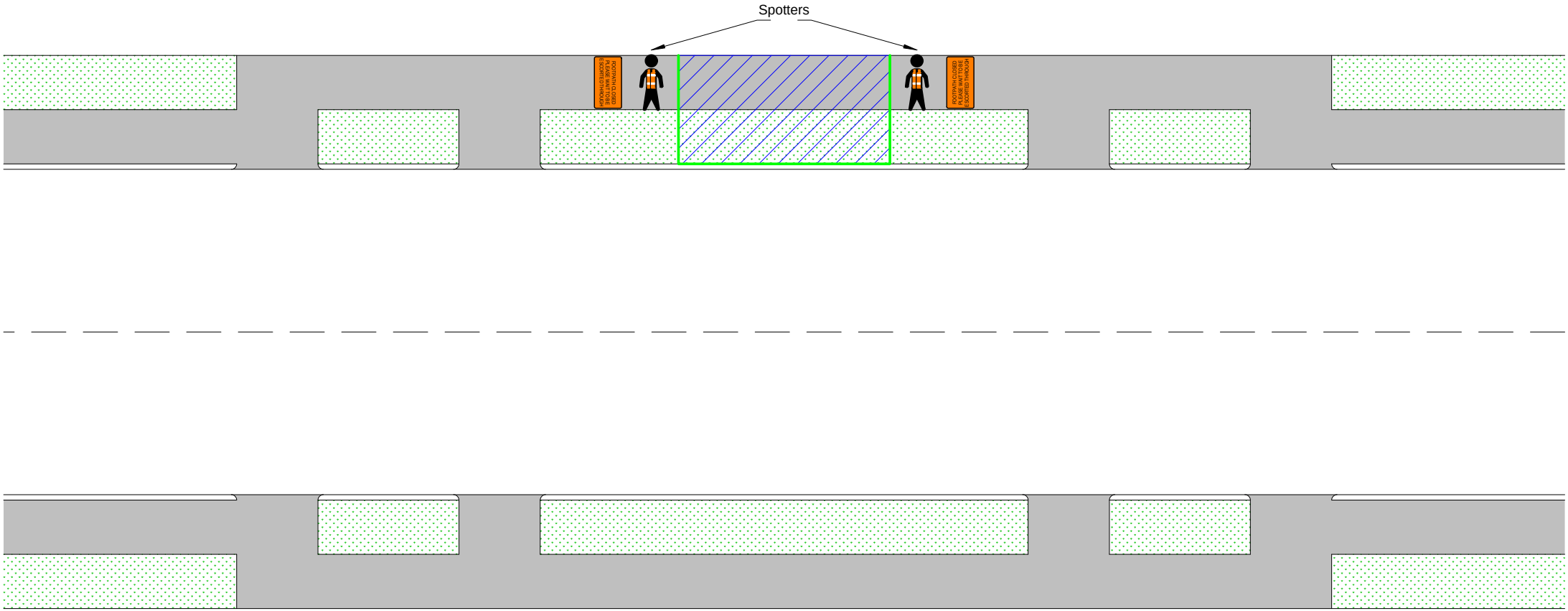
Restrictions:

ROAD LEVEL: ALL

SPEED LIMIT: ALL



STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Notes:

– One spotter can be used over short distances where they can suitably control pedestrians through the working space i.e. 20m.

– This plan can ONLY be used during attended times.

FOOTPATH CLOSED PLEASE WAIT TO BE ESCORTED THROUGH

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
092	Christchurch Transport Operations Centre	Version: 1	ALL	STATIC
		Date: JULY 2018	Submitted By:	

Methodology:

PEDESTRIAN PROVISION

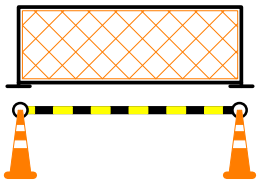
Detail:

FOOTPATH CLOSED - PEDESTRIANS USE OTHER SIDE (UNDER 5000VPD)

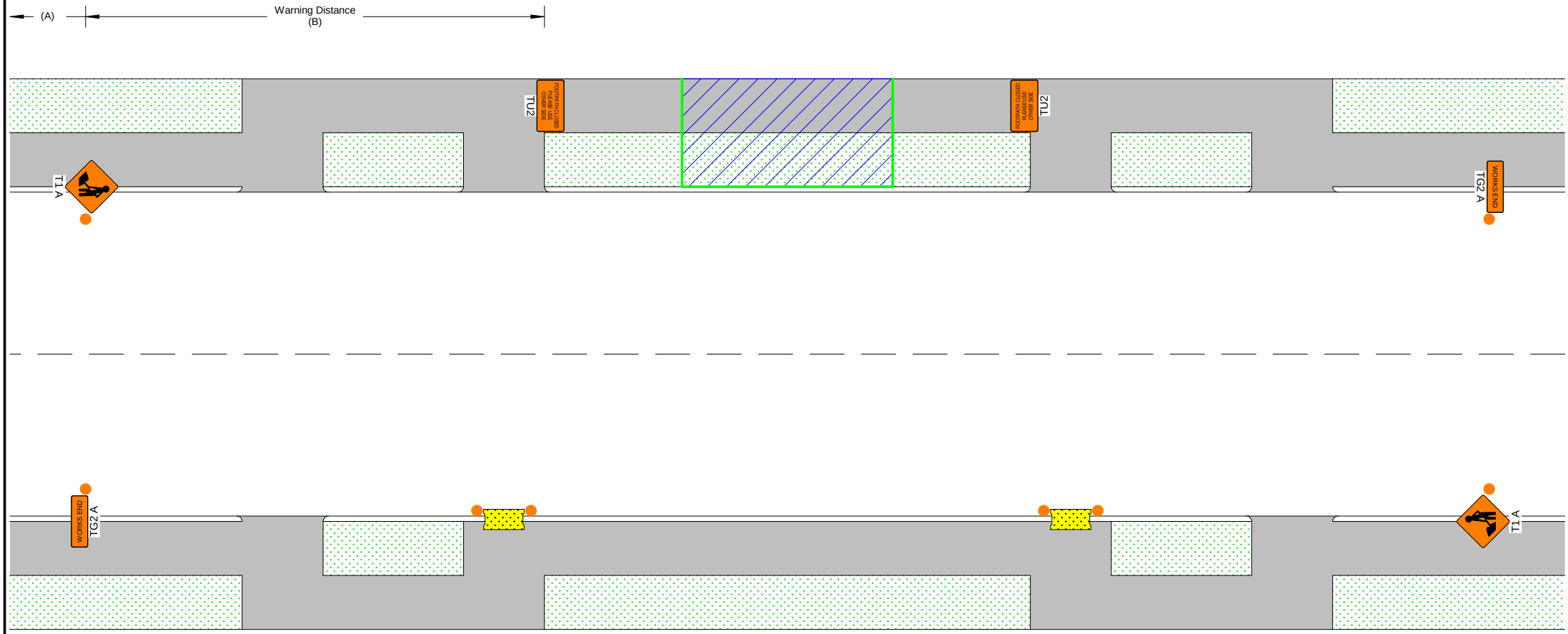
Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: UNDER 65KPH



STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Notes:

– STMS will need to install a suitable ramp where pedestrians are required to traverse uneven surfaces e.g. transitioning from a footpath to the road over a kerb.

– The STMS will need to make sure there is suitable visibility for all road users where the pedestrian is crossing the road – this plan may not be suitable on a corner.

– Where possible, the TU2 sign should be placed where there is either a permanent pedestrian refuge, at a painted crossing or signalised crossing.

FOOTPATH CLOSED PLEASE USE OTHER SIDE

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
093A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

PEDESTRIAN PROVISION

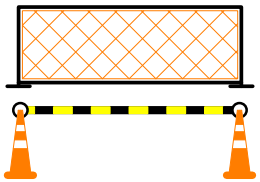
Detail:

FOOTPATH CLOSE - PEDESTRIANS USE OTHER SIDE (TEMPORARY REFUGE)

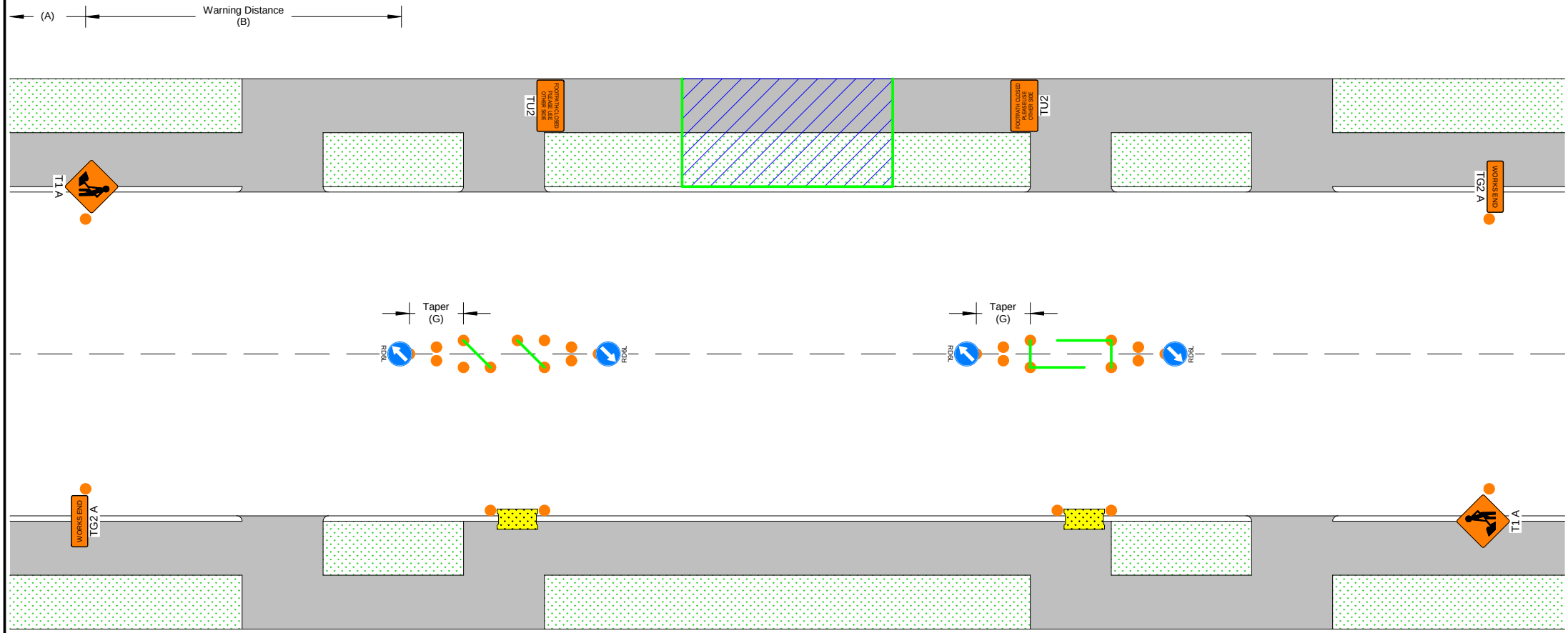
Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: UNDER 65KPH



STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Notes:

– STMS will need to install a suitable ramp where pedestrians are required to traverse uneven surfaces e.g. transitioning from a footpath to the road over a kerb.

– Where possible, the TU2 sign should be placed where there is either a permanent pedestrian refuge, at a painted crossing or signalised crossing. This reduced the need for one or both of the temporary refuges.

– Pedestrian refuge to be a minimum of 2m wide to accommodate multiple people crossing the road.

– Tapers to be installed with 1m cone spacing's.

FOOTPATH CLOSED PLEASE USE OTHER SIDE

UTMD Reference:

094A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

PEDESTRIAN PROVISION

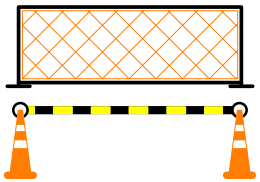
Detail:

FOOTPATH CLOSE - PEDESTRIANS USE OTHER SIDE (TEMPORARY REFUGE)

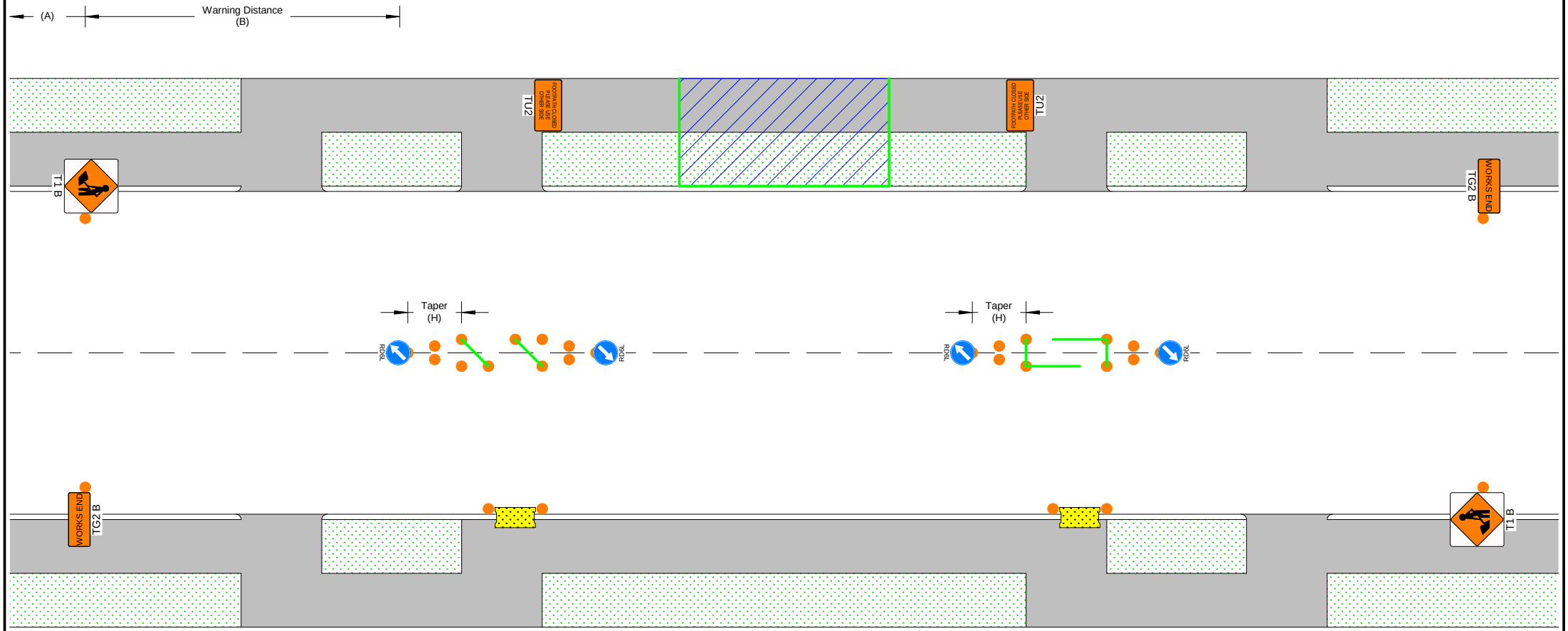
Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Notes:

– STMS will need to install a suitable ramp where pedestrians are required to traverse uneven surfaces e.g. transitioning from a footpath to the road over a kerb.

– Where possible, the TU2 sign should be placed where there is either a permanent pedestrian refuge, at a painted crossing or signalised crossing. This reduced the need for one or both of the temporary refuges.

– Pedestrian refuge to be a minimum of 2m wide to accommodate multiple people crossing the road.

– Tapers to be installed with 1m cone spacing's.

FOOTPATH CLOSED PLEASE USE OTHER SIDE

UTMD Reference:

094B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

PEDESTRIAN PROVISION

Detail:

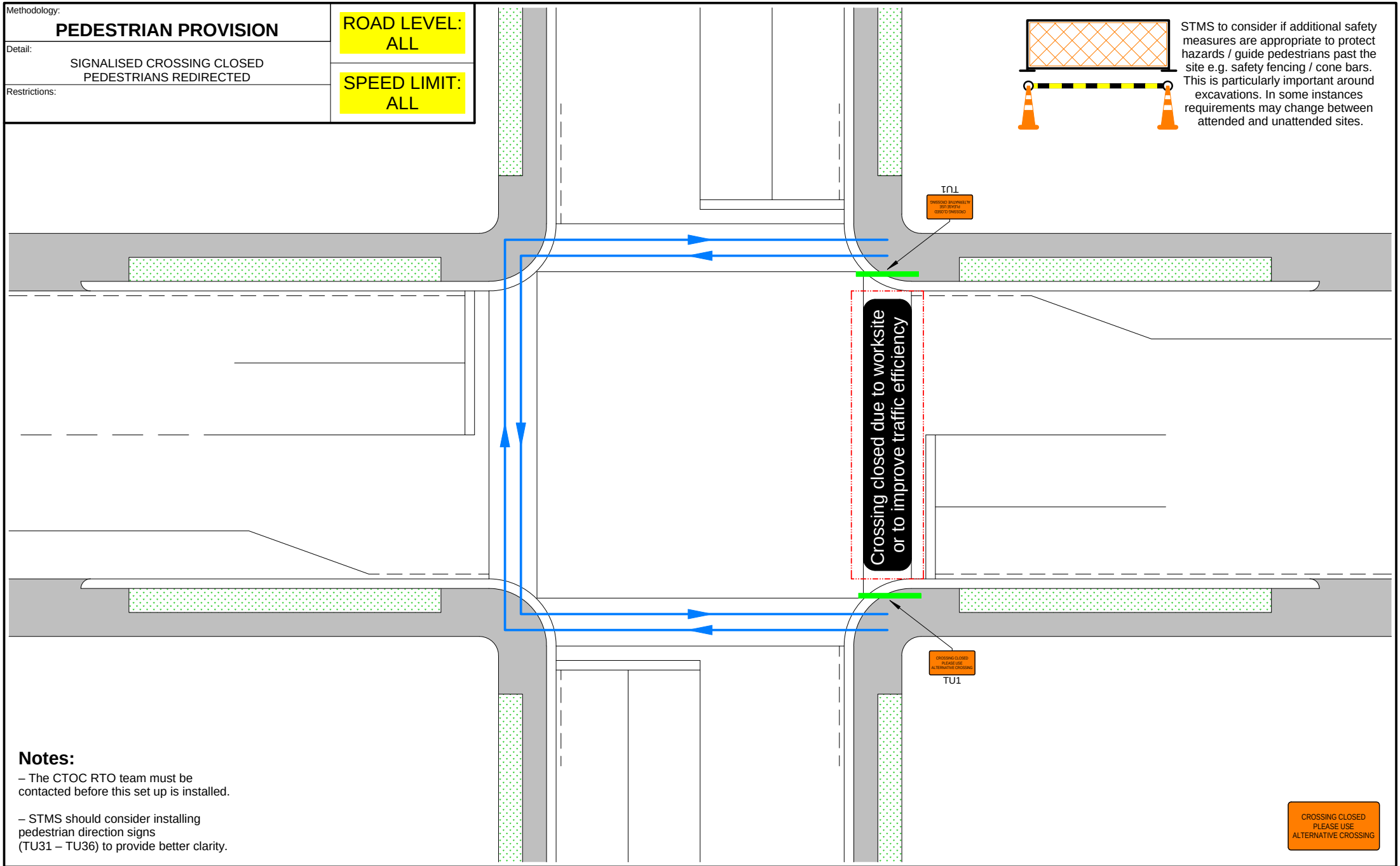
SIGNALISED CROSSING CLOSED
PEDESTRIANS REDIRECTED

Restrictions:

ROAD LEVEL: ALL

SPEED LIMIT: ALL

STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



Notes:

– The CTOC RTO team must be contacted before this set up is installed.

– STMS should consider installing pedestrian direction signs (TU31 – TU36) to provide better clarity.

CROSSING CLOSED
PLEASE USE
ALTERNATIVE CROSSING

UTMD Reference: **095**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: SIGNALISED INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

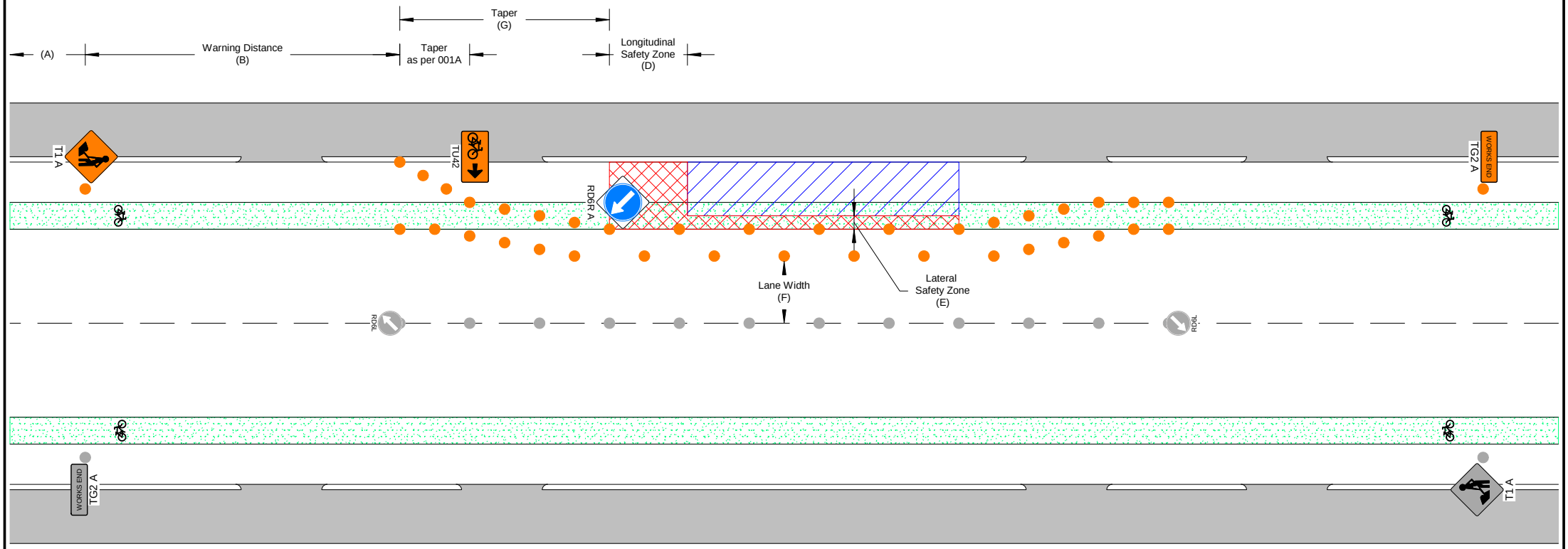
Detail:

CYCLE LANE CLOSURE
DIVERTED INTO TEMPORARY CYCLE LANE

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP may be required.

Temporary Cycle Lane Widths - CoPTTM C13.3.3

Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

100A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

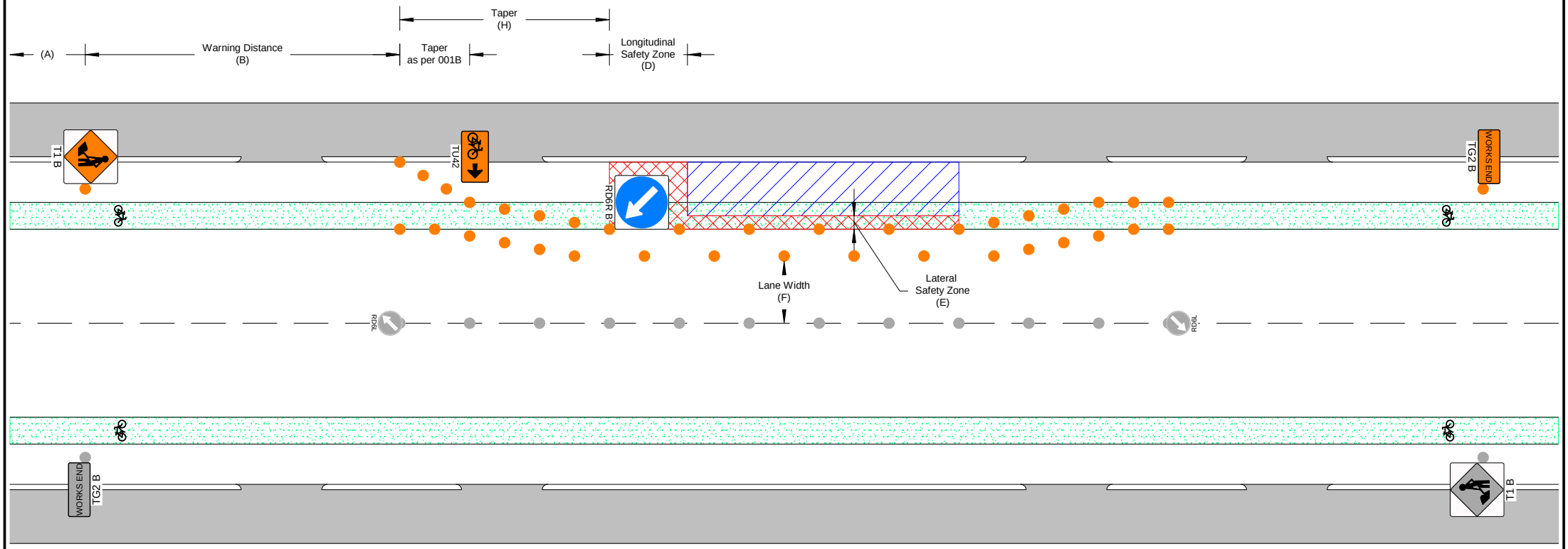
Detail:

CYCLE LANE CLOSURE
DIVERTED INTO TEMPORARY CYCLE LANE

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP may be required.

Temporary Cycle Lane Widths - CoPTTM C13.3.3

Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

100B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

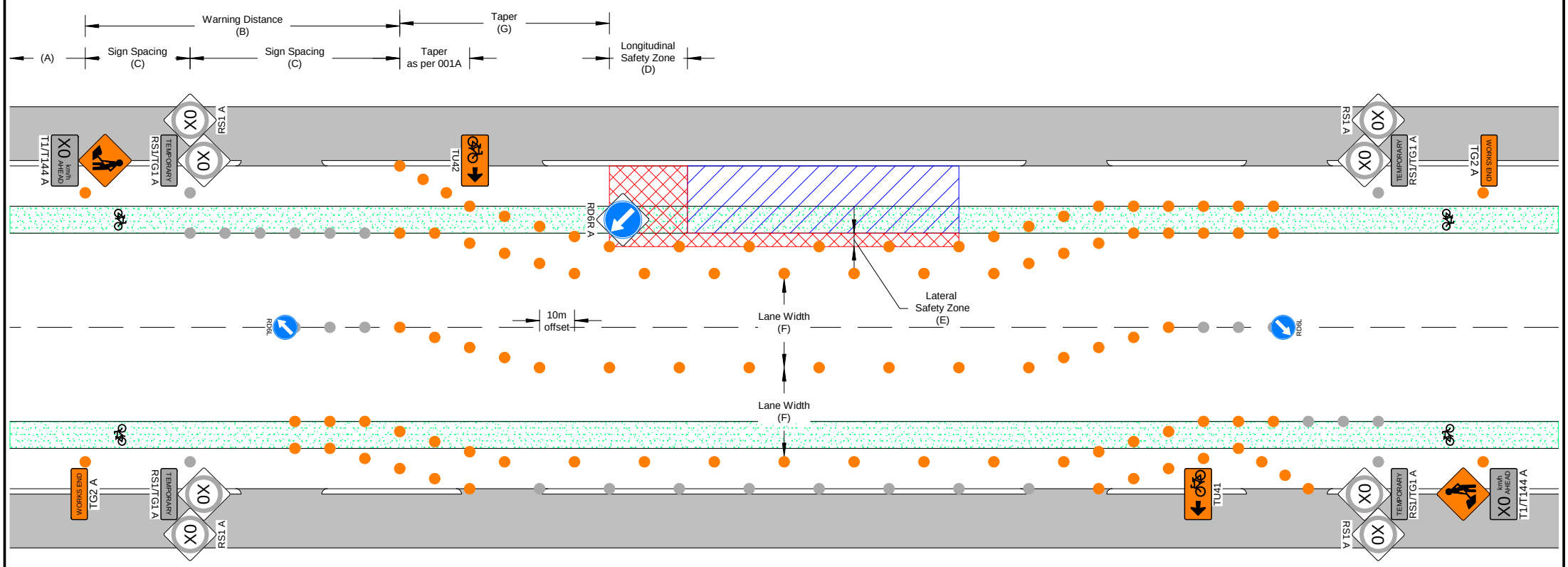
Detail:

CYCLE LANES CLOSED
DIVERTED INTO TEMPORARY CYCLE LANES V1

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– Additional delineation should be used for TSL compliance and to help define temporary cycle lanes.

Temporary Cycle Lane Widths - CoPTTM C13.3.3

Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

101A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

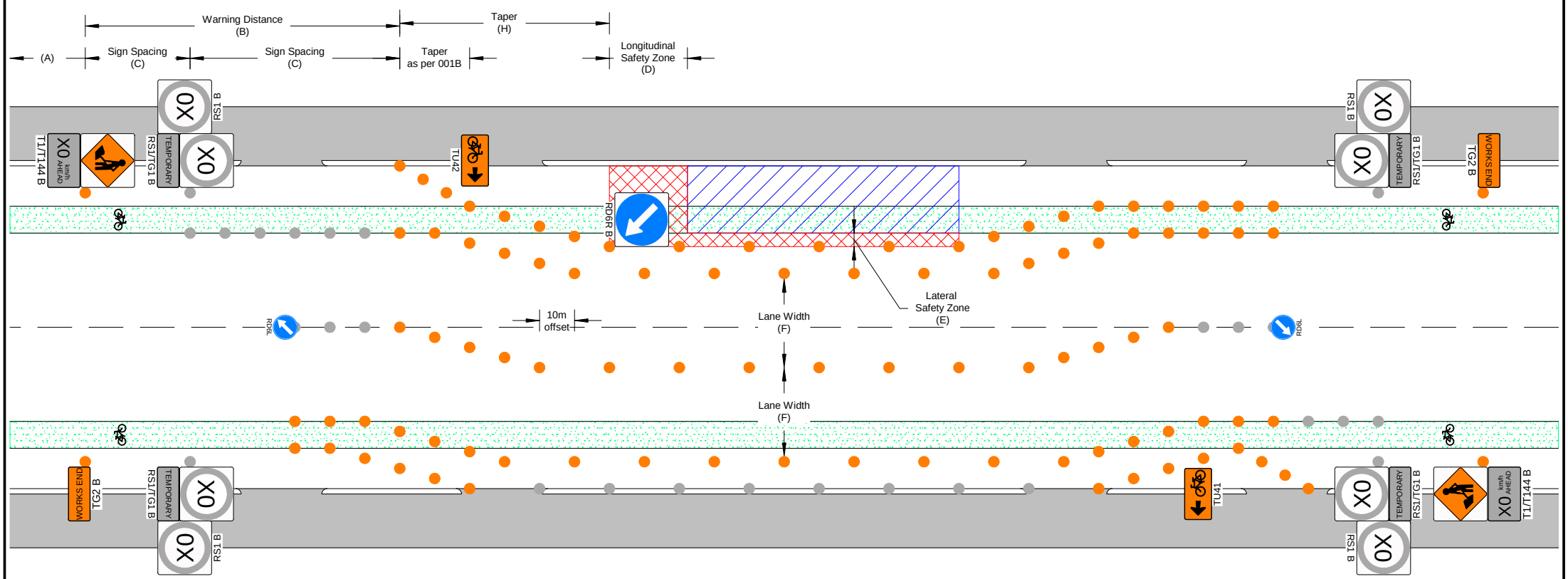
Detail:

CYCLE LANES CLOSED
DIVERTED INTO TEMPORARY CYCLE LANES V1

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– Additional delineation should be used for TSL compliance and to help define temporary cycle lanes.

Temporary Cycle Lane Widths - CoPTTM C13.3.3		
Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

101B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

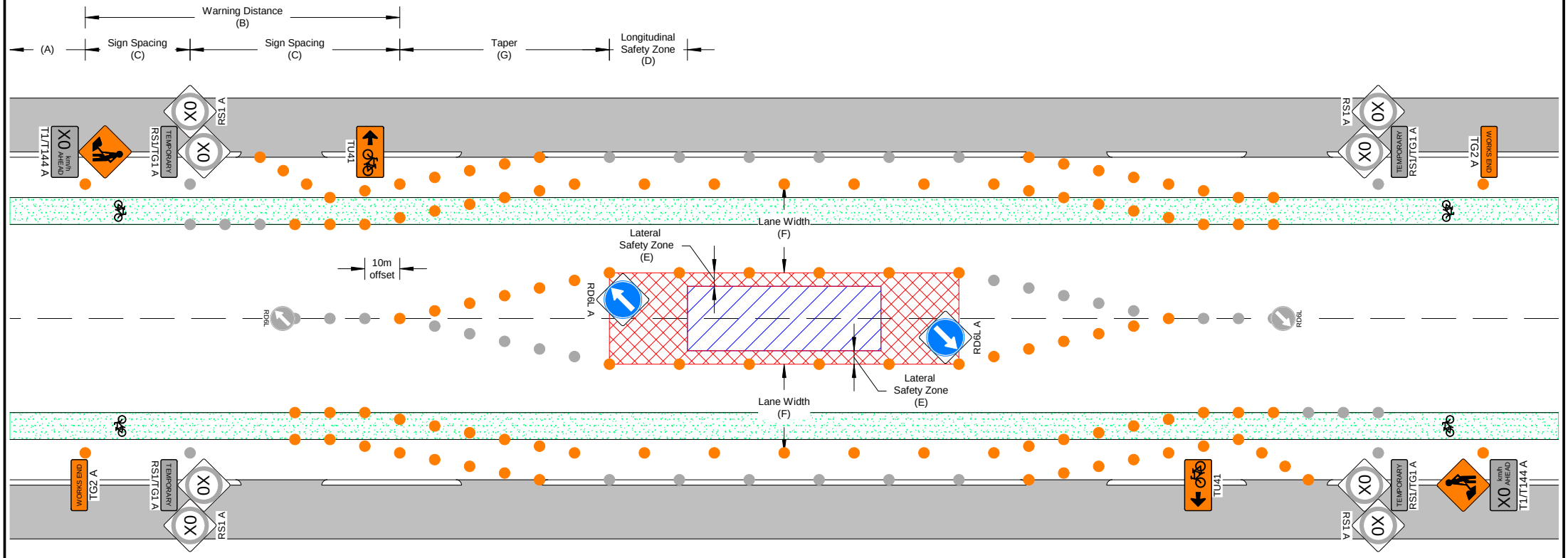
Detail:

CYCLE LANES CLOSED
DIVERTED INTO TEMPORARY CYCLE LANES V2

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– Additional delineation should be used for TSL compliance and to help define temporary cycle lanes.

Temporary Cycle Lane Widths - CoPTTM C13.3.3		
Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

102A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

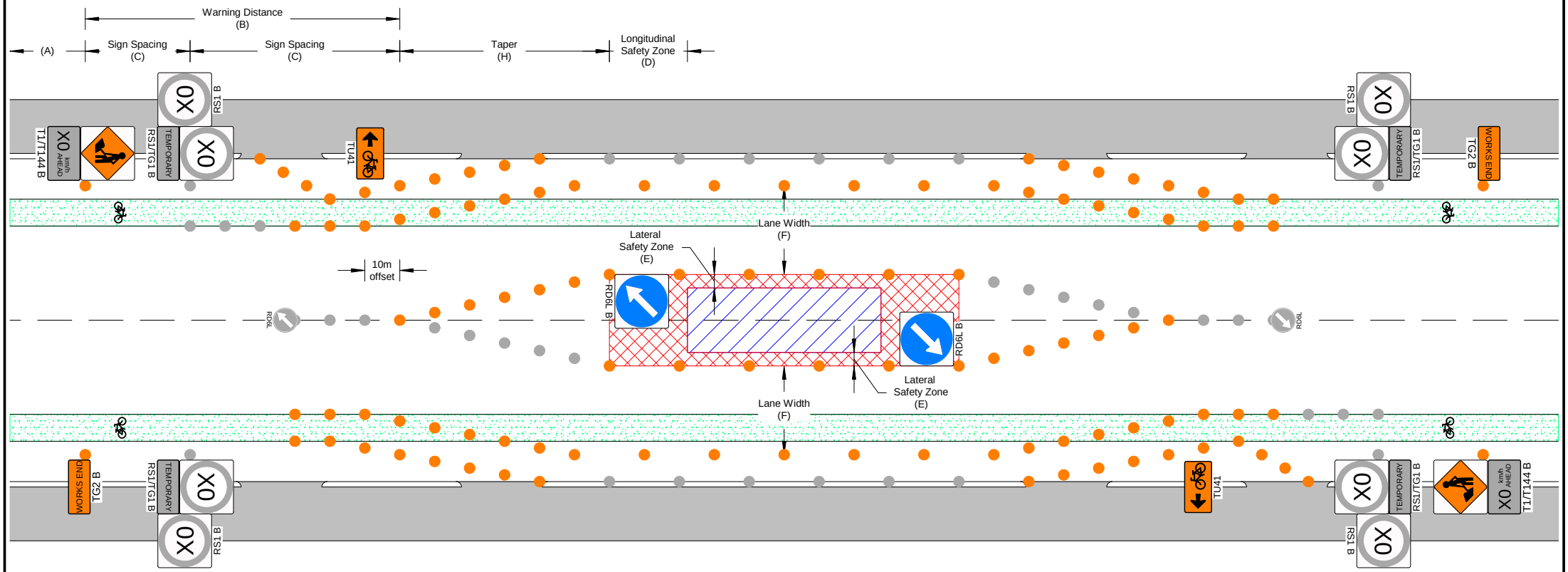
Detail:

CYCLE LANES CLOSED
DIVERTED INTO TEMPORARY CYCLE LANES V2

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– Additional delineation should be used for TSL compliance and to help define temporary cycle lanes.

Temporary Cycle Lane Widths - CoPTTM C13.3.3

Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

102B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

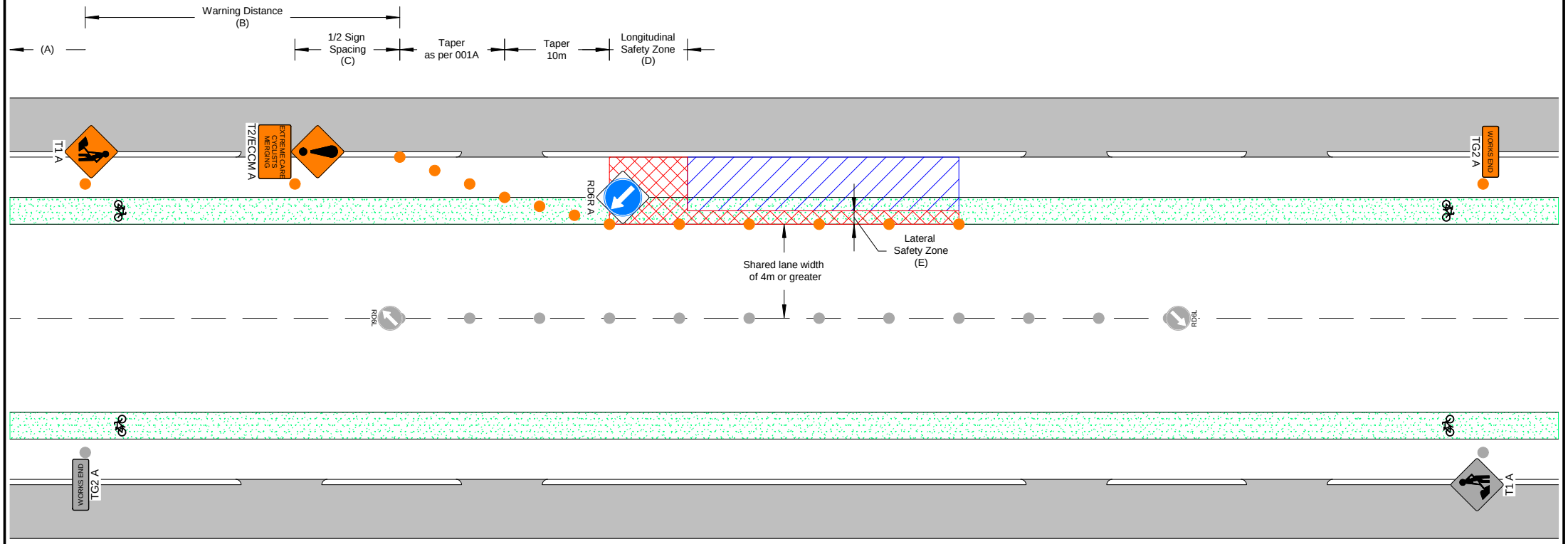
Detail:

CYCLE LANE CLOSURE
CYCLEST MERGING INTO TRAFFIC LANE

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
UNDER 65KPH



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP may be required.

– If the shared lane width is greater than 5m, the STMS will need to use a temporary cycle lane UTMD instead.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
103A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

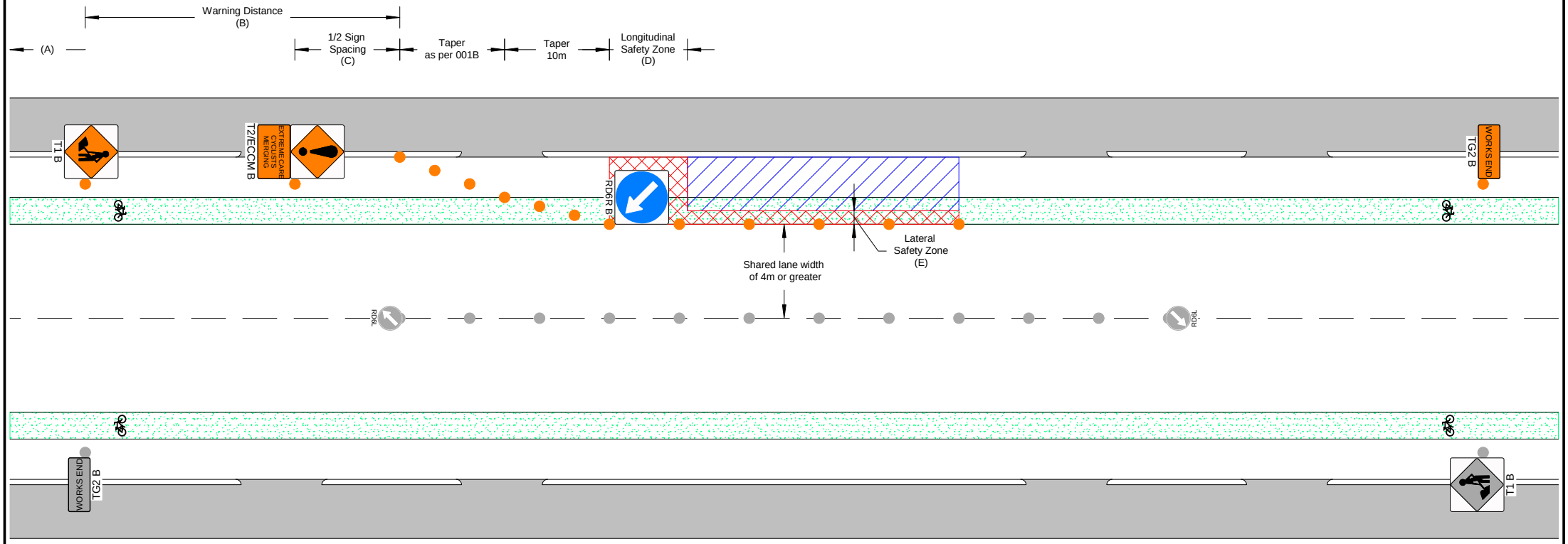
Detail:

CYCLE LANE CLOSURE
CYCLISTS MERGING INTO TRAFFIC LANE

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– A coned centre line should be considered when an STMS observes vehicles crossing the painted centre line. This must not be pushed out from the centre line, if this is needed, a site specific TMP may be required.

– If the shared lane width is greater than 5m, the STMS will need to use a temporary cycle lane UTMD instead.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
103B	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

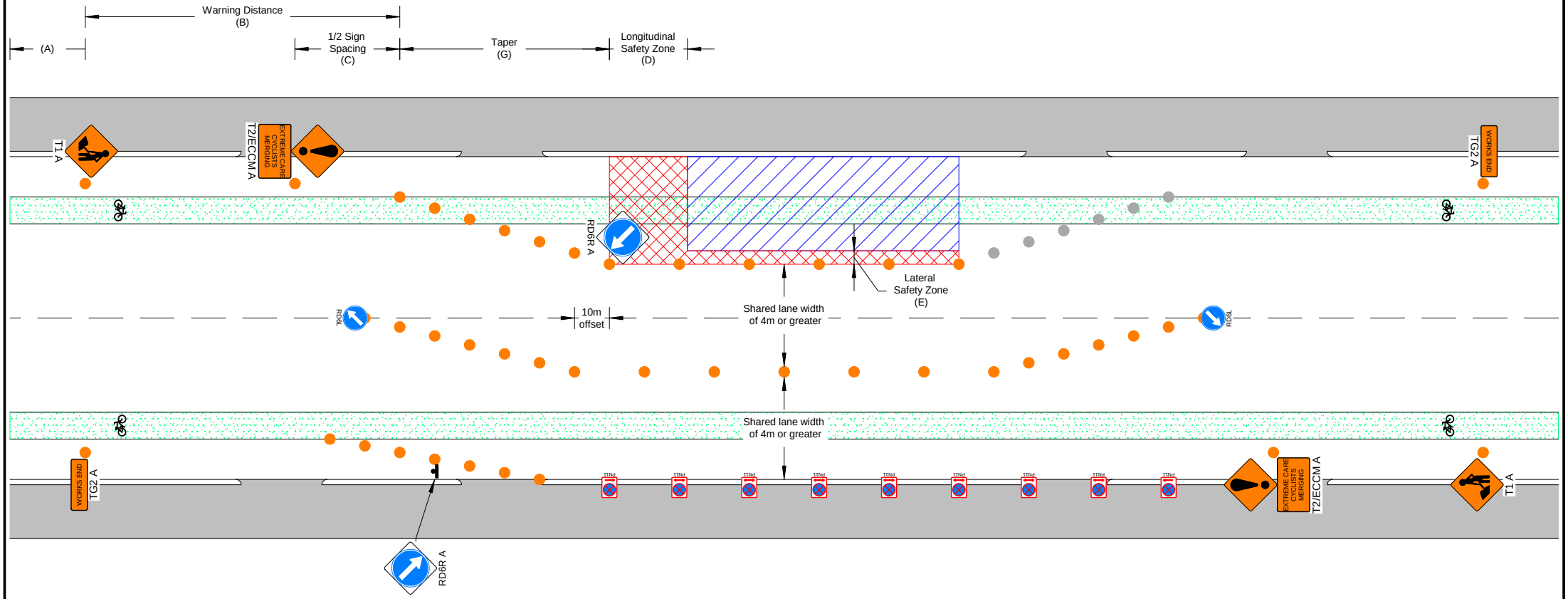
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (NO TSL) V1

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
UNDER 65KPH



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

– If the shared lane width is greater than 5m, the STMS will need to use a temporary cycle lane UTMD instead.

UTMD Reference:

104A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

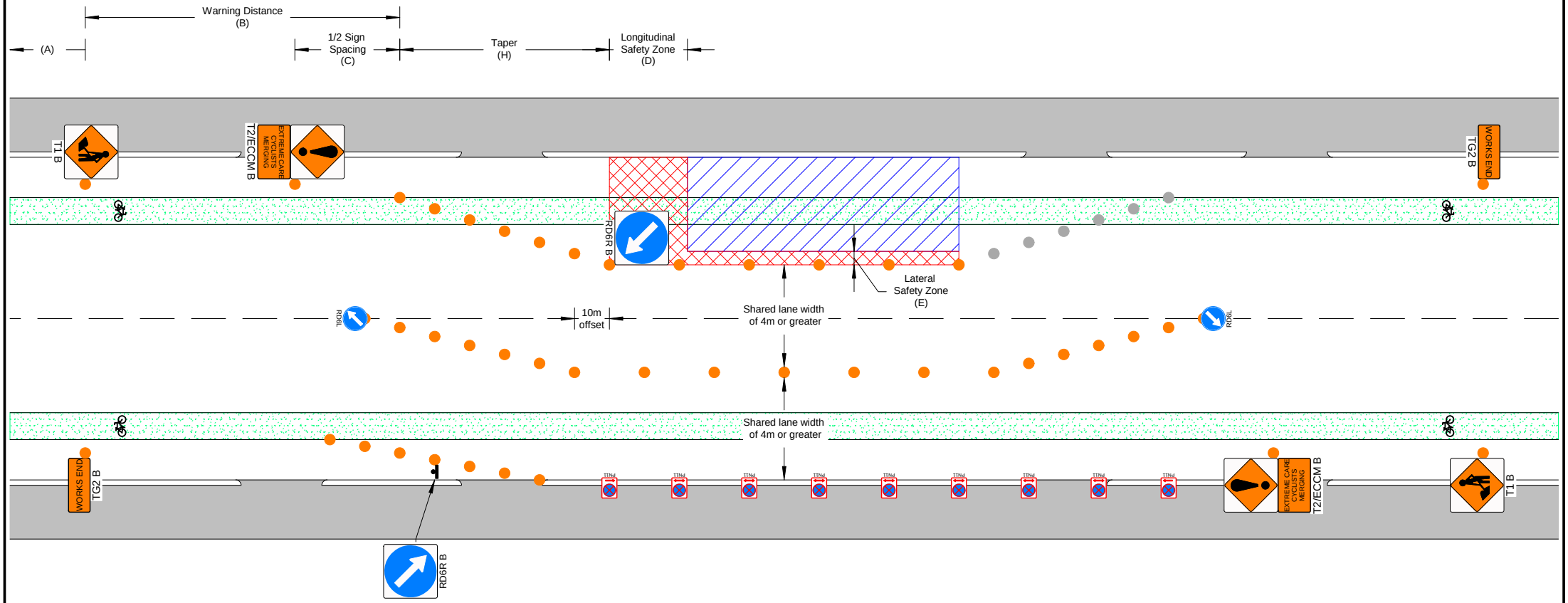
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (NO TSL) V1

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

– If the shared lane width is greater than 5m, the STMS will need to use a temporary cycle lane UTMD instead.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
104B	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

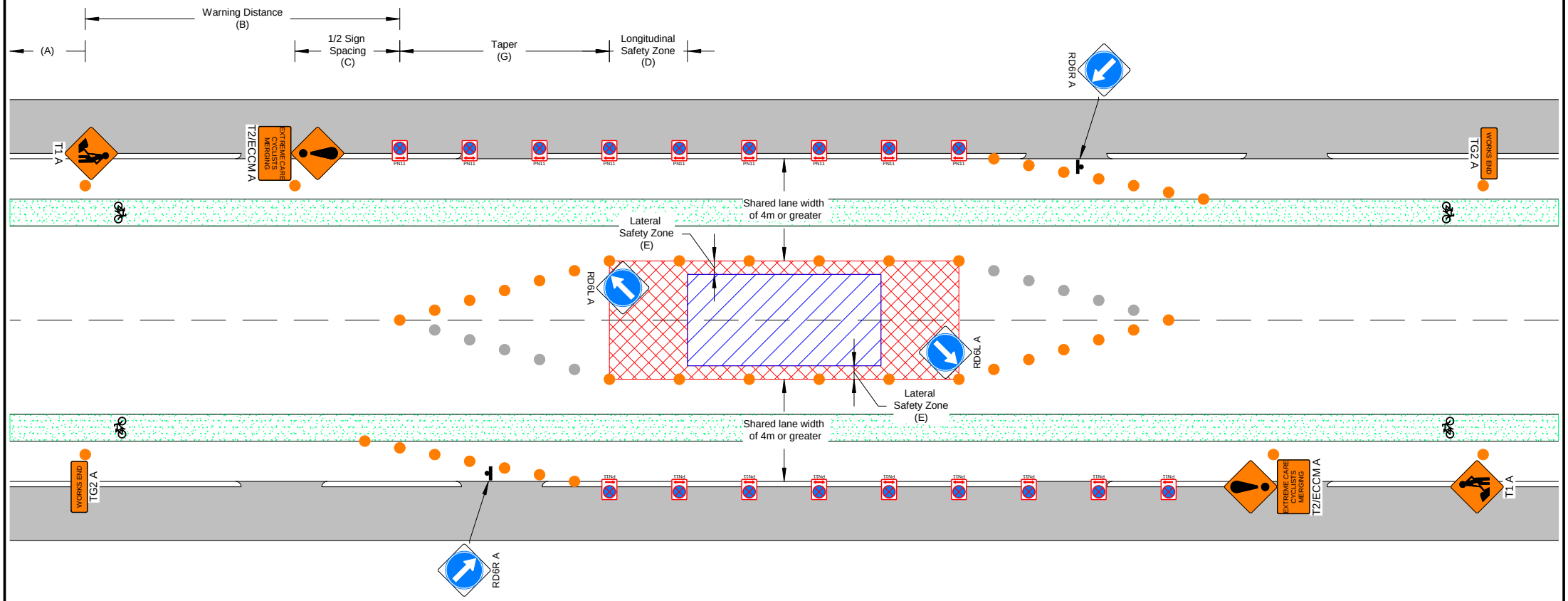
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (NO TSL) V2

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
UNDER 65KPH



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

– If the shared lane width is greater than 5m, the STMS will need to use a temporary cycle lane UTMD instead.

UTMD Reference: **105A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

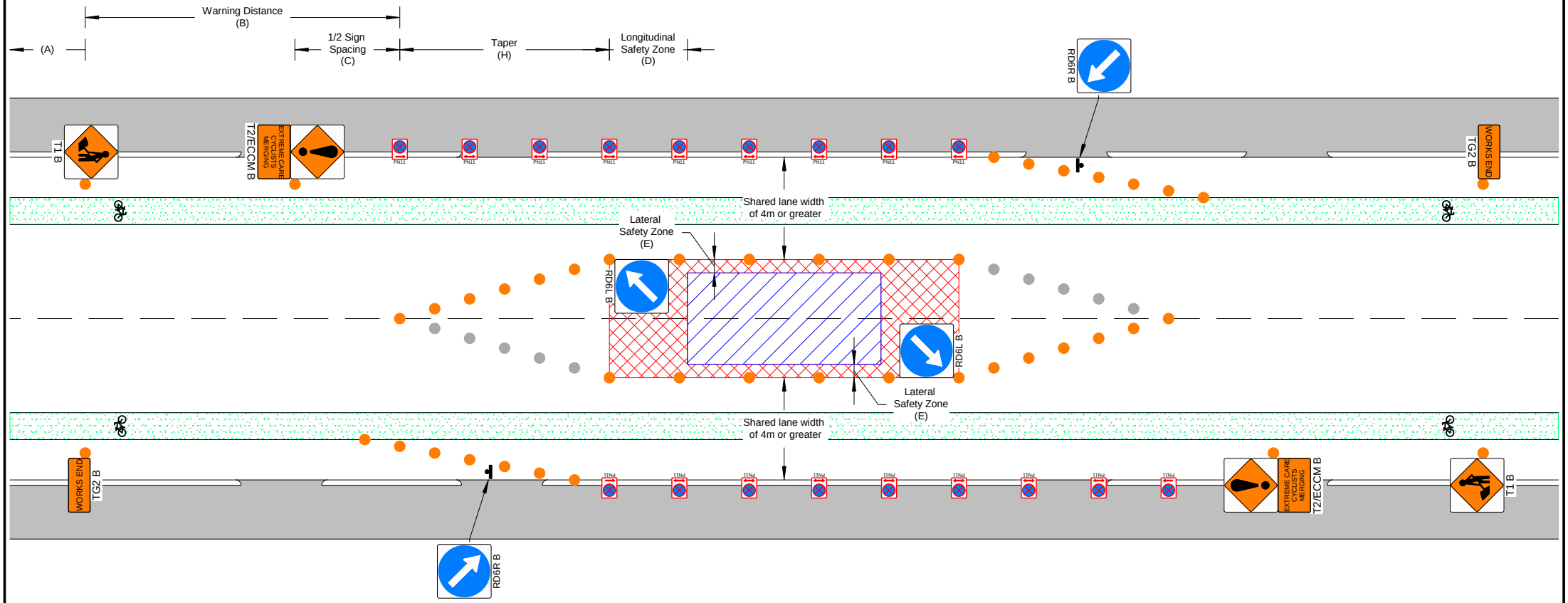
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (NO TSL) V2

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

– If the shared lane width is greater than 5m, the STMS will need to use a temporary cycle lane UTMD instead.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
105B	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

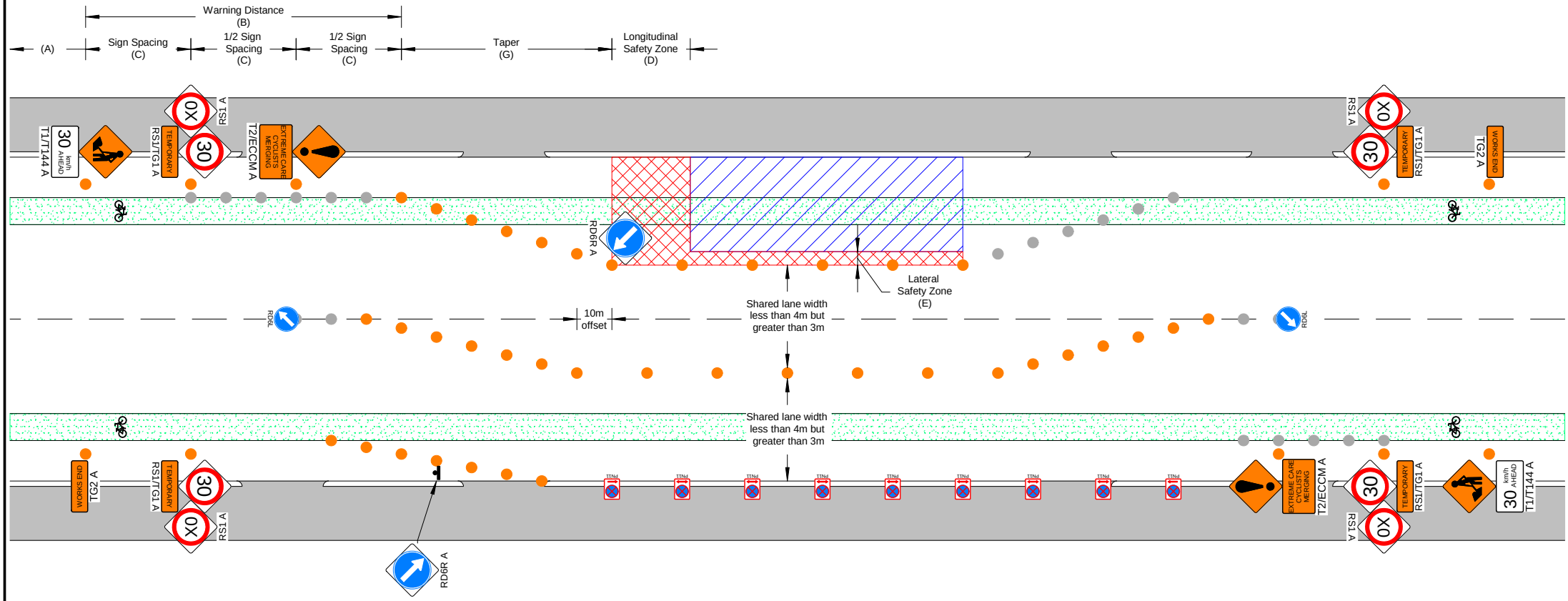
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (WITH TSL) V2

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

UTMD Reference:

106A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

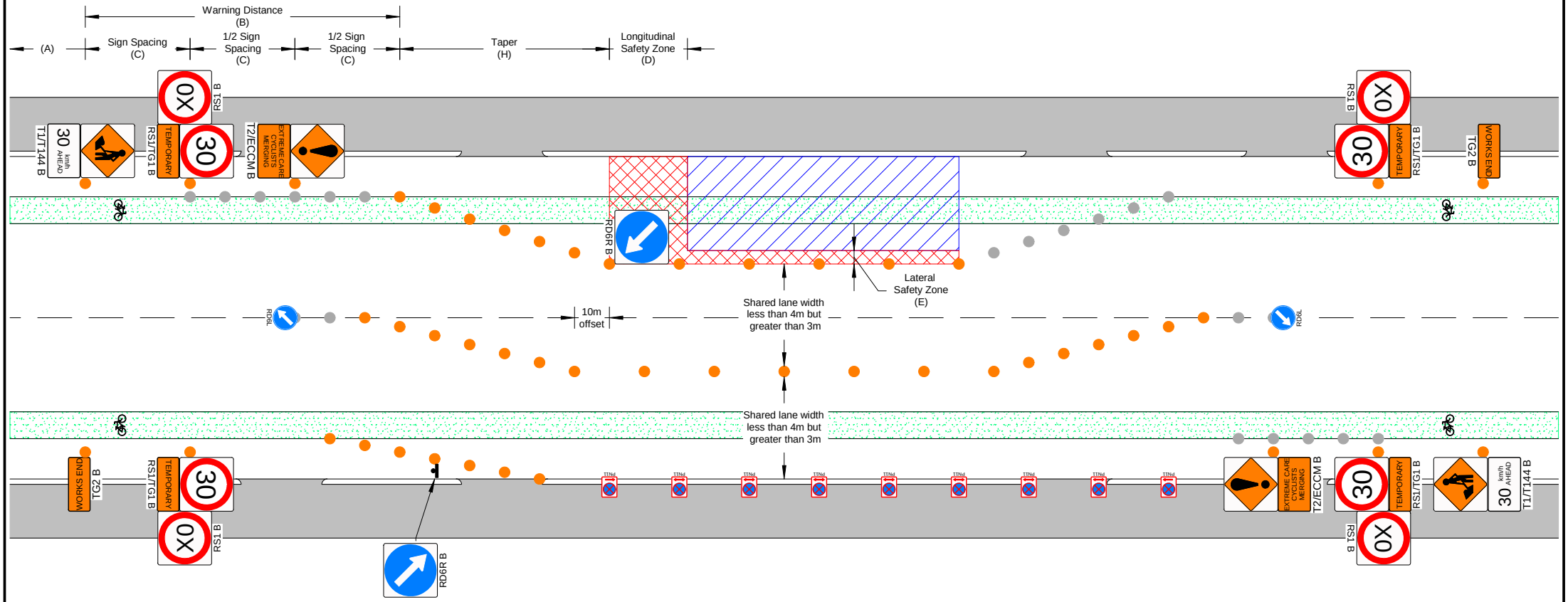
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (WITH TSL) V2

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

UTMD Reference:

106B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

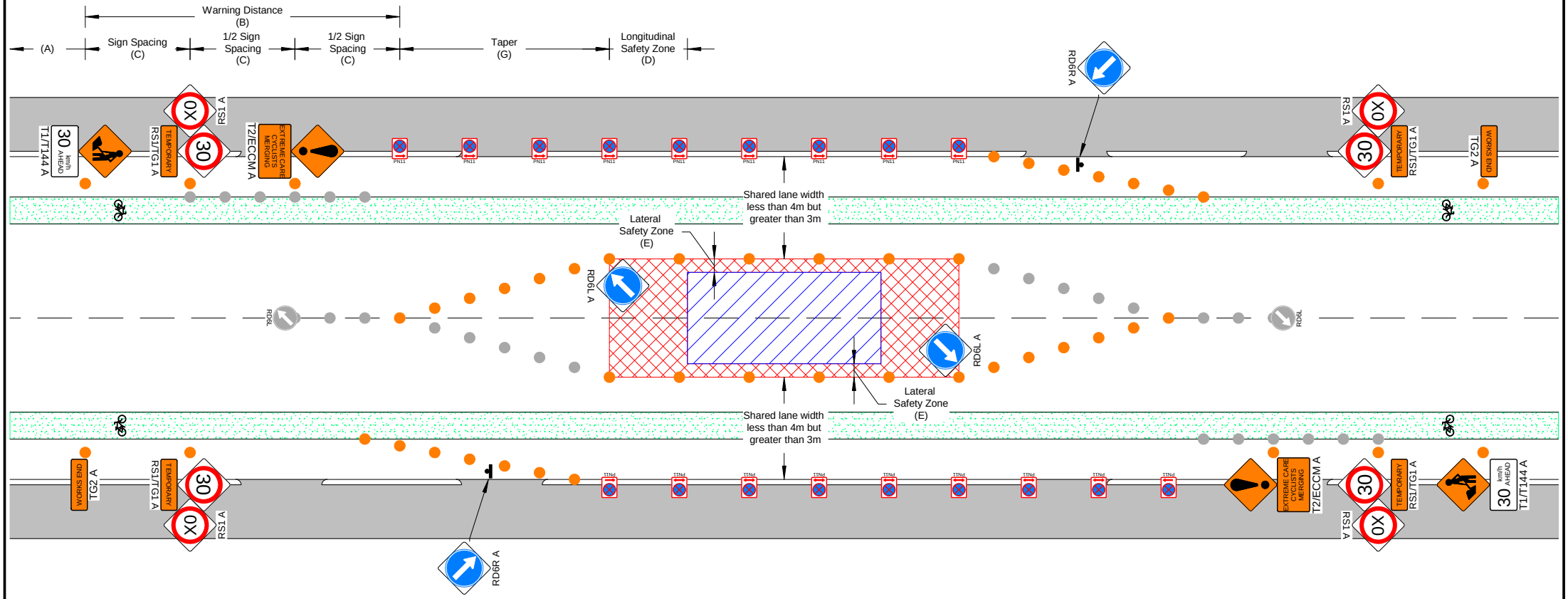
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (WITH TSL) V2

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

UTMD Reference:

107A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

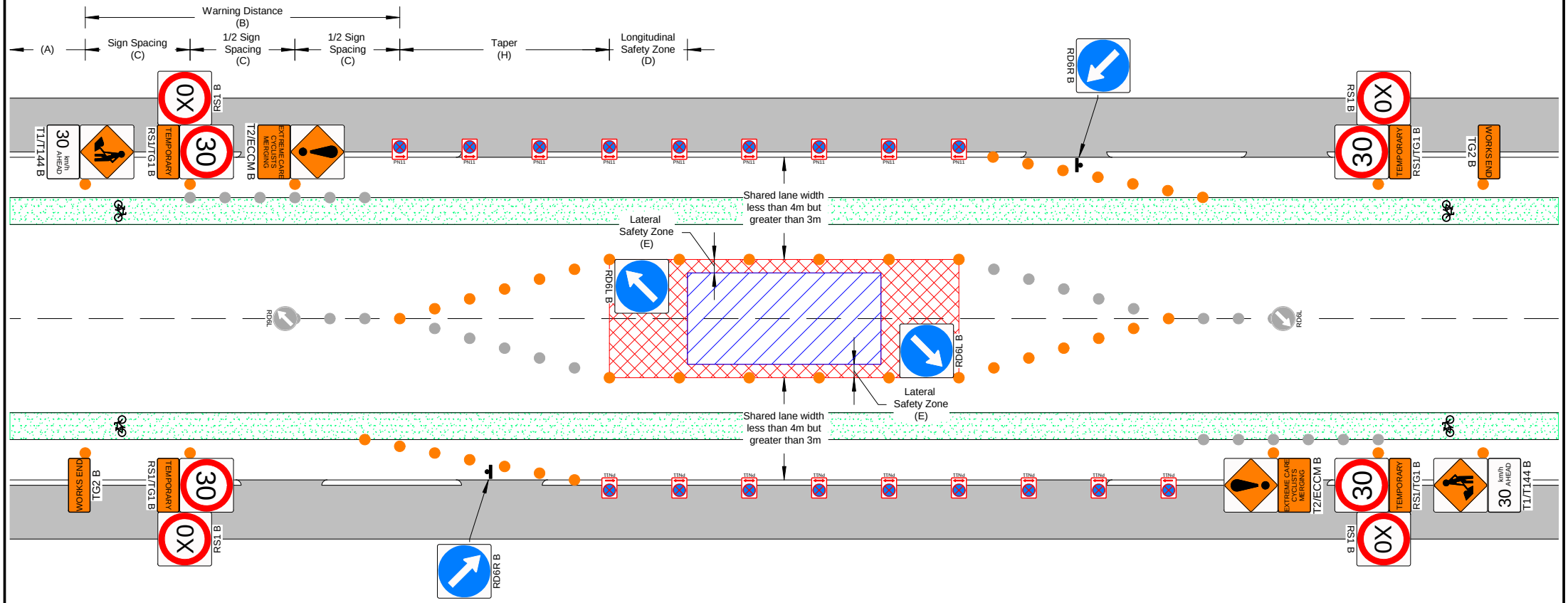
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (WITH TSL) V2

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

UTMD Reference: **107B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

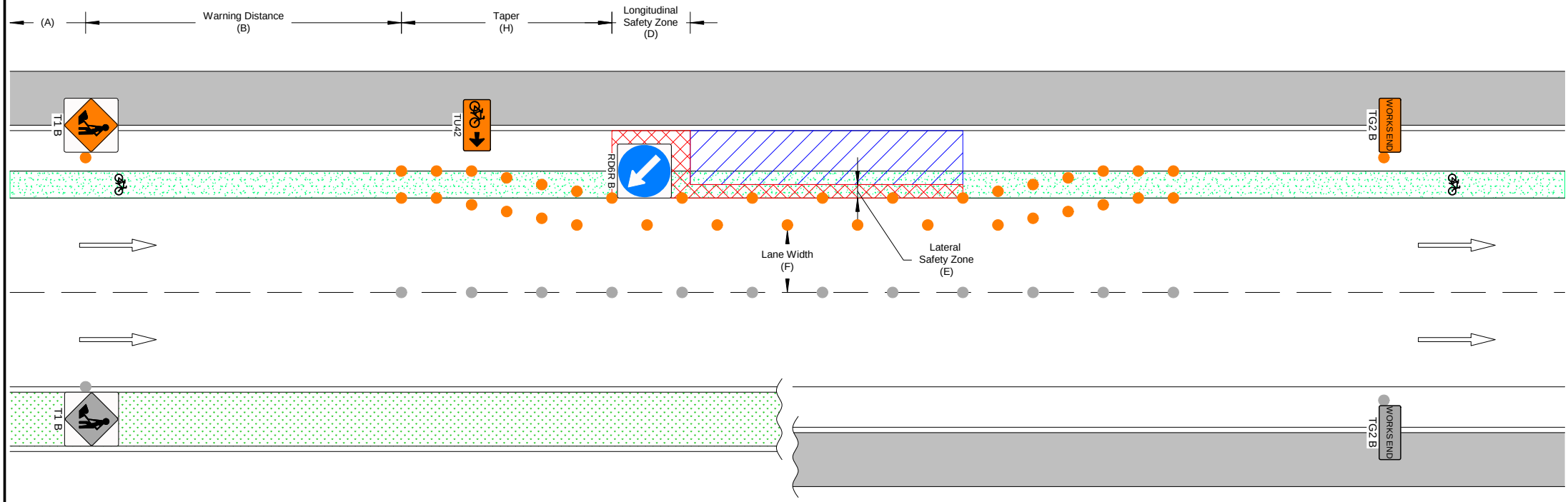
Detail:

CYCLE LANE CLOSURE
DIVERTED INTO TEMPORARY CYCLE LANE V1

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– A line of cones should be considered when an STMS witnesses vehicles partly crossing into another lane to get passed the site – understand this could create a risk if the cones are hit, especially in unattended times.

– This UTMD can be used on one way two lane and one way three lane roads.

Temporary Cycle Lane Widths - CoPTTM C13.3.3

Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

108B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

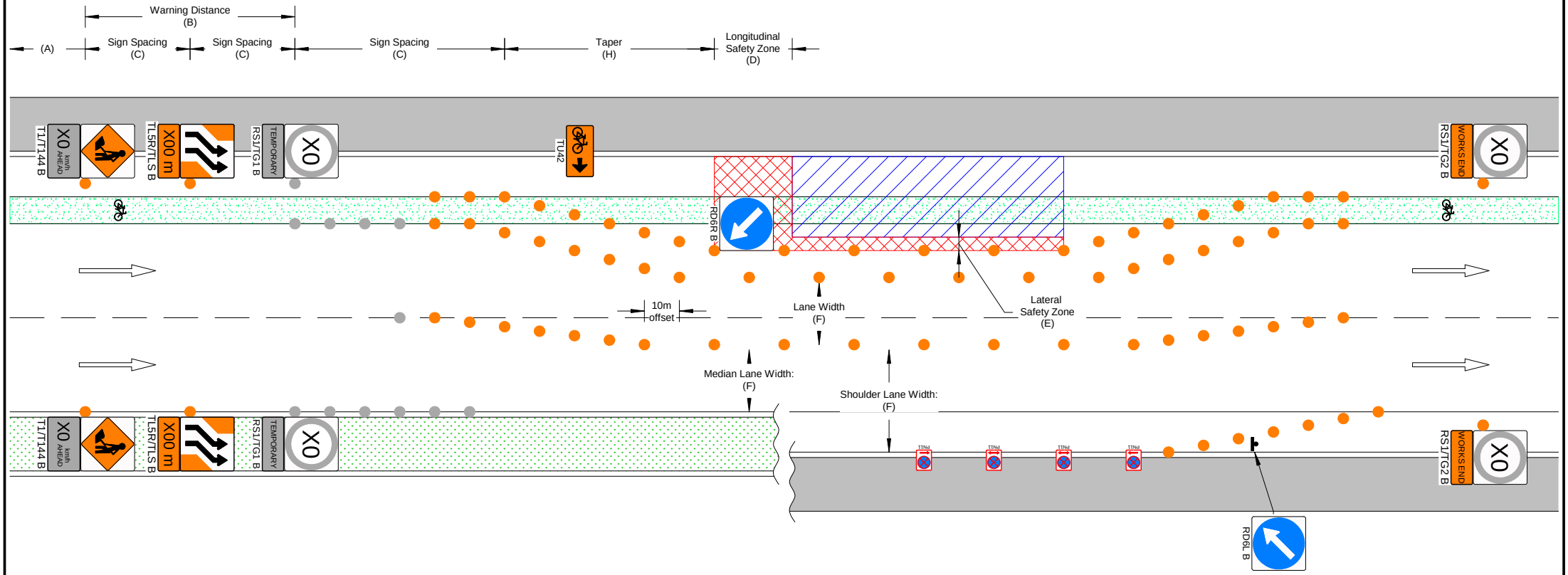
Detail:

CYCLE LANE CLOSURE
DIVERTED INTO TEMPORARY CYCLE LANE V2

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

Temporary Cycle Lane Widths - CoPTTM C13.3.3

Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

109B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: ONE WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

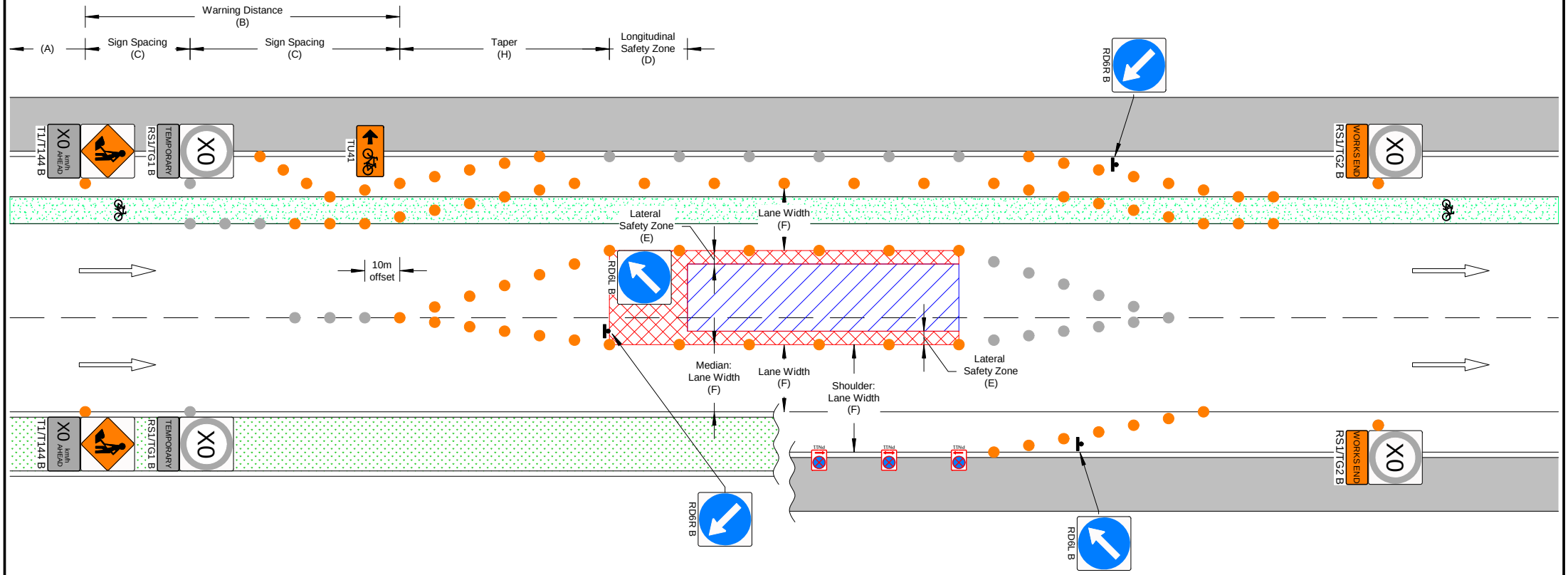
Detail:

CYCLE LANE CLOSURE
DIVERTED INTO TEMPORARY CYCLE LANE V3

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

Temporary Cycle Lane Widths - CoPTTM C13.3.3

Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

110B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

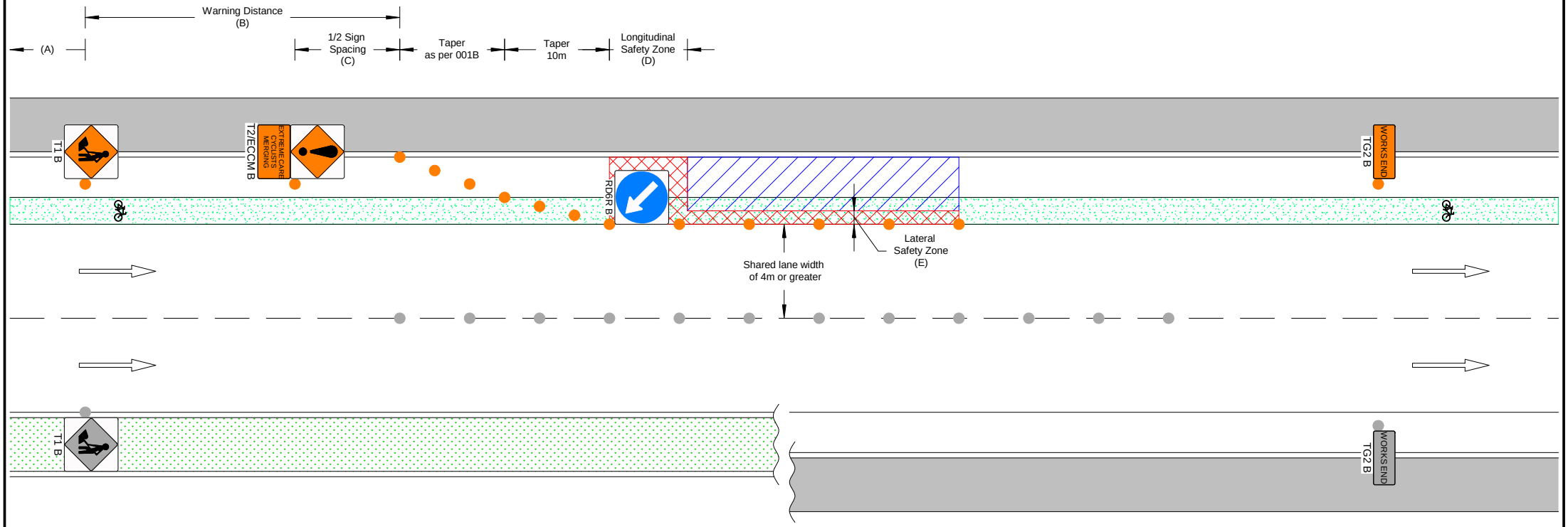
Detail:

CYCLE LANE CLOSURE
CYCLISTS MERGING INTO TRAFFIC LANE

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– A line of cones should be considered when an STMS witnesses vehicles partly crossing into another lane to get passed the site – understand this could create a risk if the cones are hit, especially in unattended times.

– This UTMD can be used on one way two lane and one way three lane roads.

– If the shared lane width is greater than 5m, the STMS will need to use a temporary cycle lane UTMD instead.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
111B	Christchurch Transport Operations Centre	Version: 1	MULTILANE	STATIC
		Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

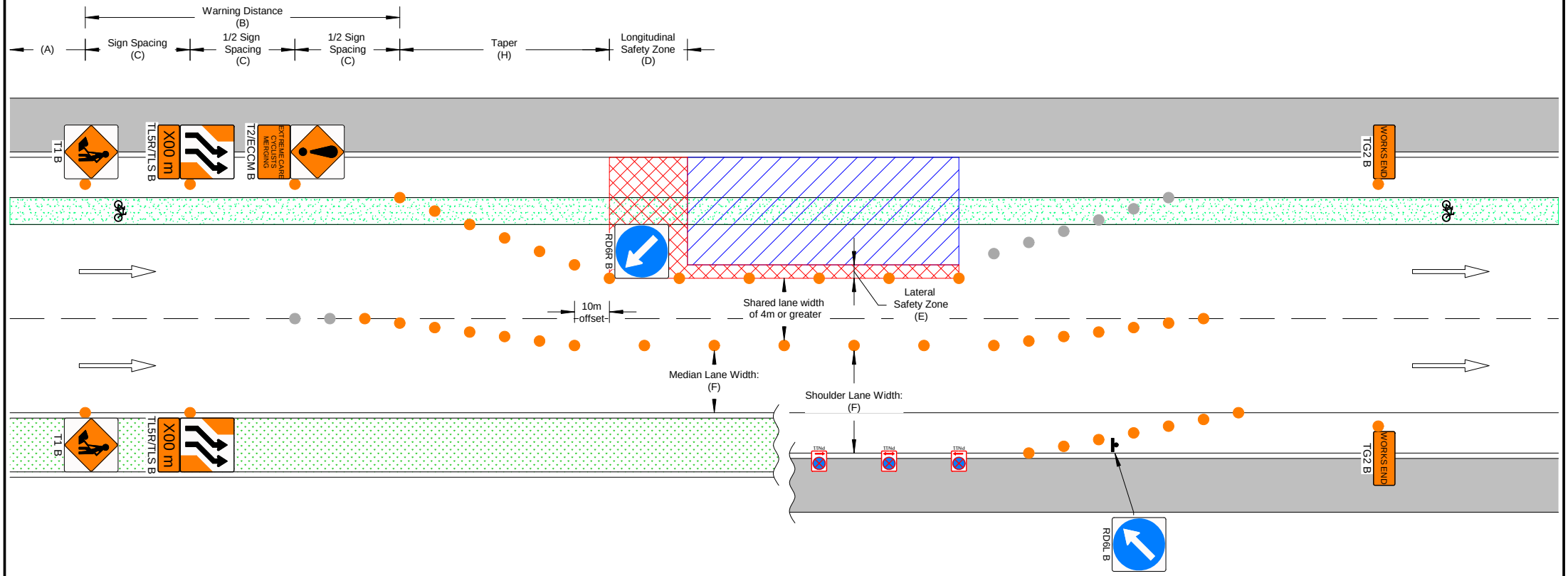
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (NO TSL) V1

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where Cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

– If the shared lane width is greater than 5m, the STMS will need to use a temporary cycle lane UTMD instead.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
112B	Christchurch Transport Operations Centre		ONE WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

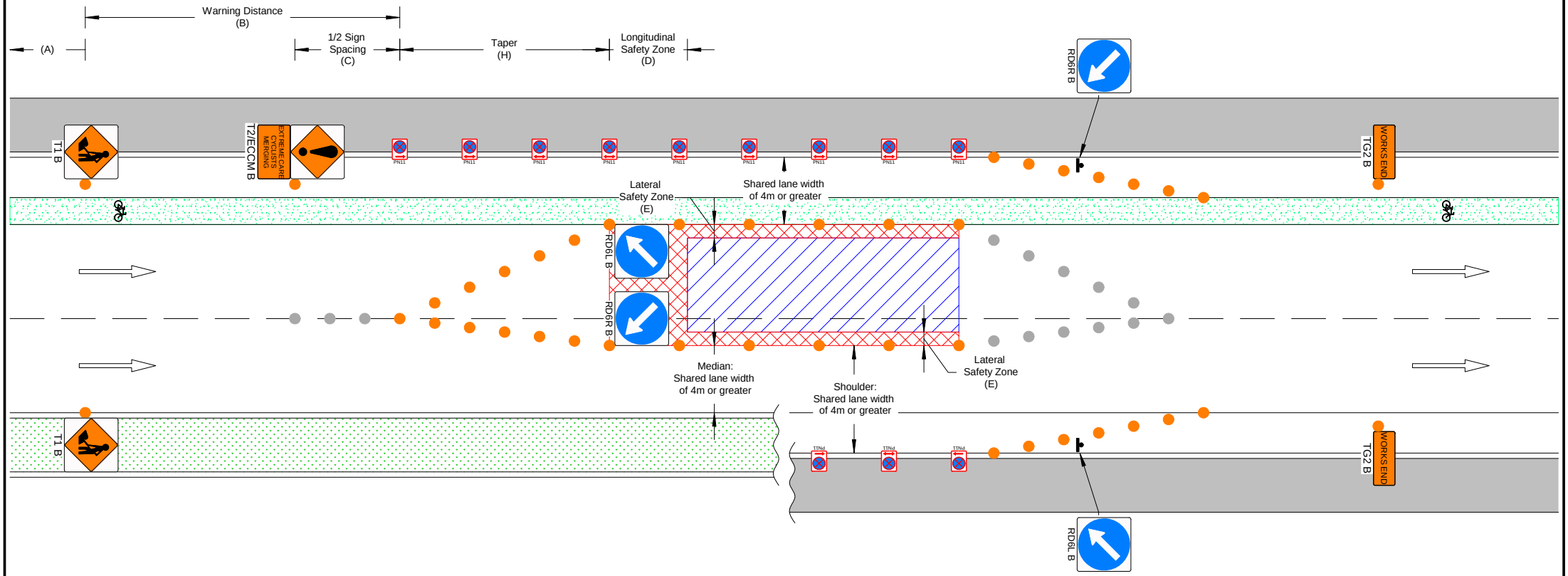
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (NO TSL) V2

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

– If the shared lane width is greater than 5m, the STMS will need to use a temporary cycle lane UTMD instead.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
113B	Christchurch Transport Operations Centre		ONE WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

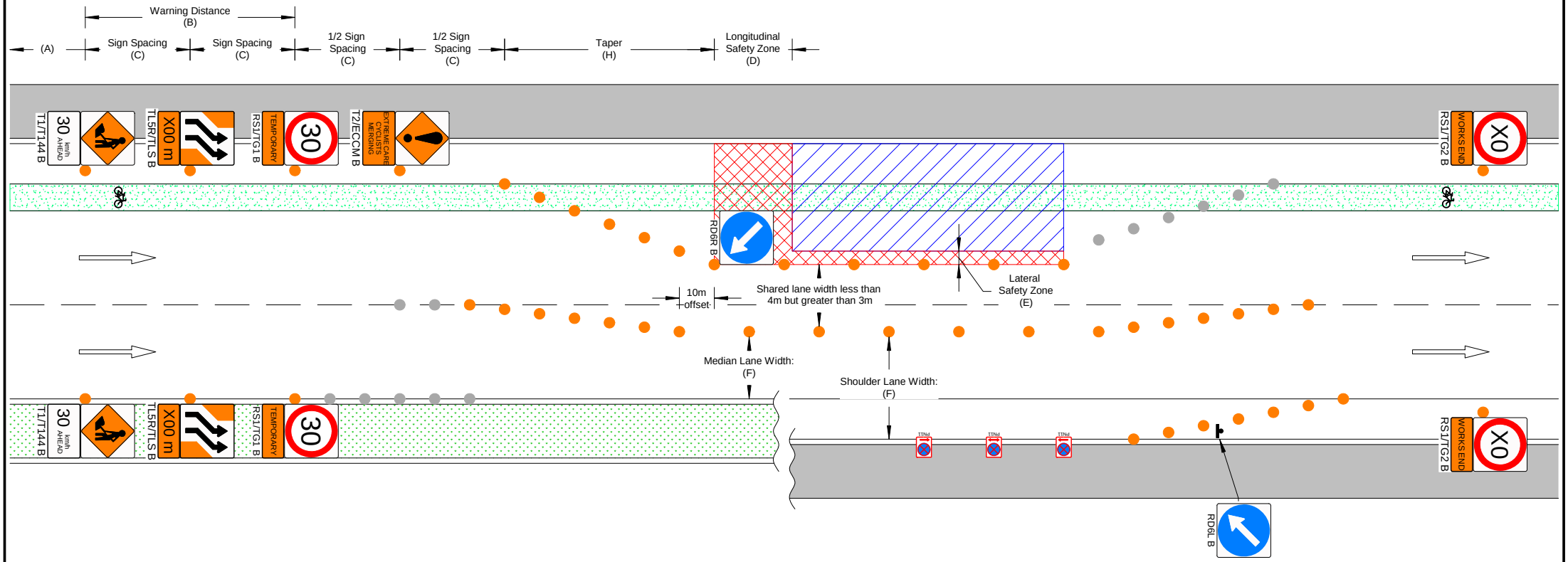
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (WITH TSL) V1

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

UTMD Reference:

114B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: ONE WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

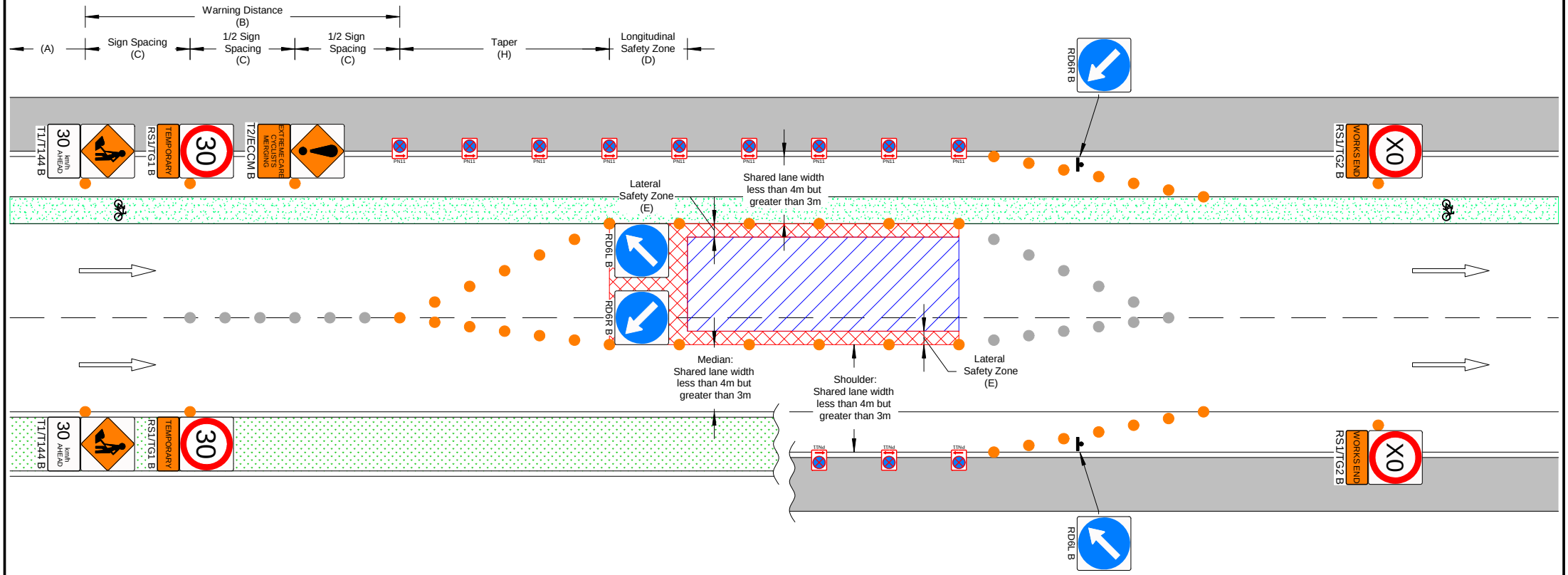
Detail:

TWO LANE DIVERSION
CYCLISTS AND VEHICLES MERGING (WITH TSL) V2

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
115B	Christchurch Transport Operations Centre	Version: 1 / Date: JULY 2018	ONE WAY TWO LANE	STATIC
			Submitted By:	

Methodology:

CYCLIST PROVISION

Detail:

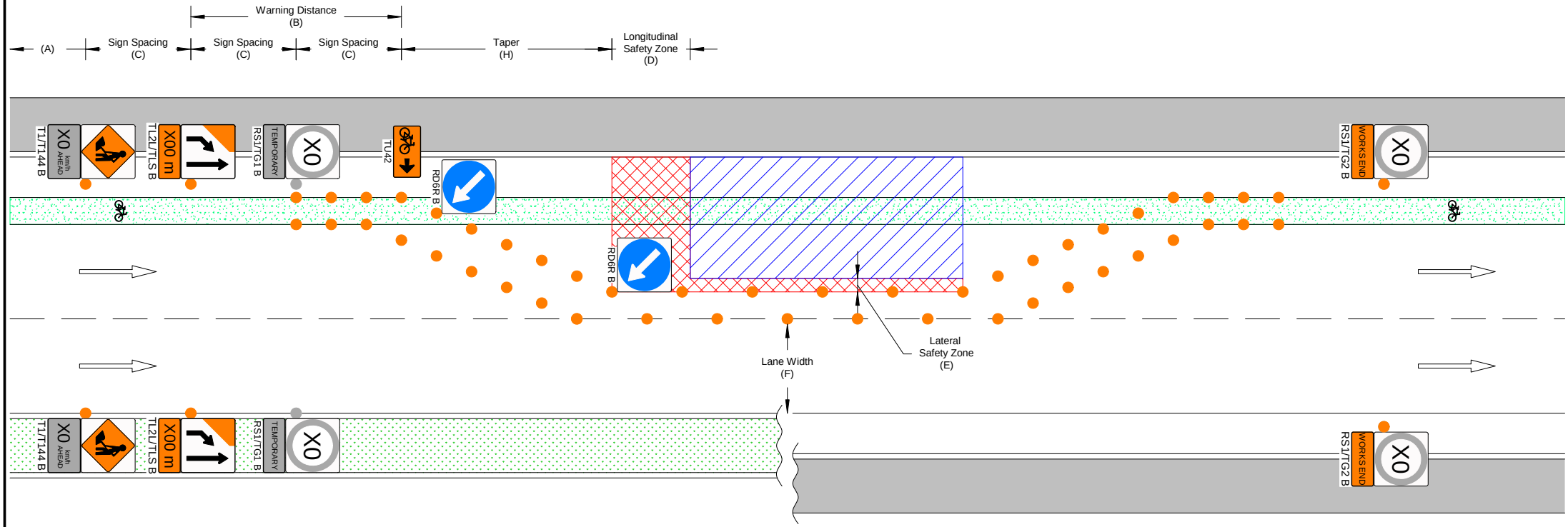
LANE CLOSURE
TEMPORARY CYCLE LANE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– This UTMD can be used on one way three lane roads by changing the TL2L signs to TL3L signs.

Temporary Cycle Lane Widths - CoPTTM C13.3.3

Type of lane	Posted Speed Limit	Minimum Width
Single direction cycle lane	50kph or less	1.0m*
	Above 50kph	1.5m

* a minimum lane width of 1.5m is required if the temporay cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

116B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

Detail:

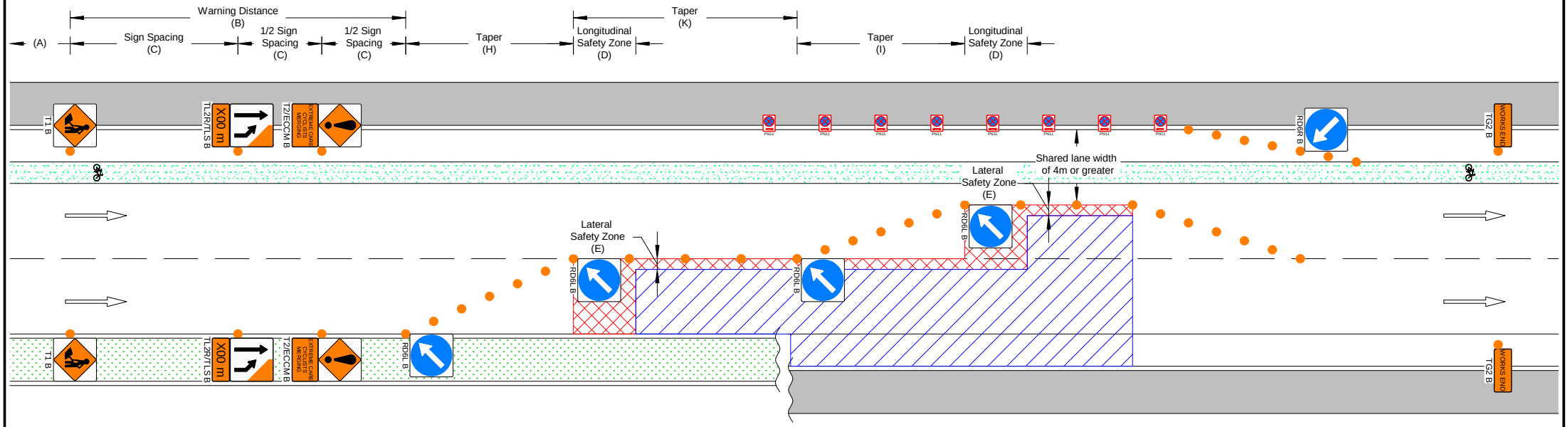
RIGHT LANE CLOSURE
CYCLISTS AND VEHICLES MERGING (NO TSL)

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

UTMD Reference: **117B(R)**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ONE WAY TWO LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

Detail:

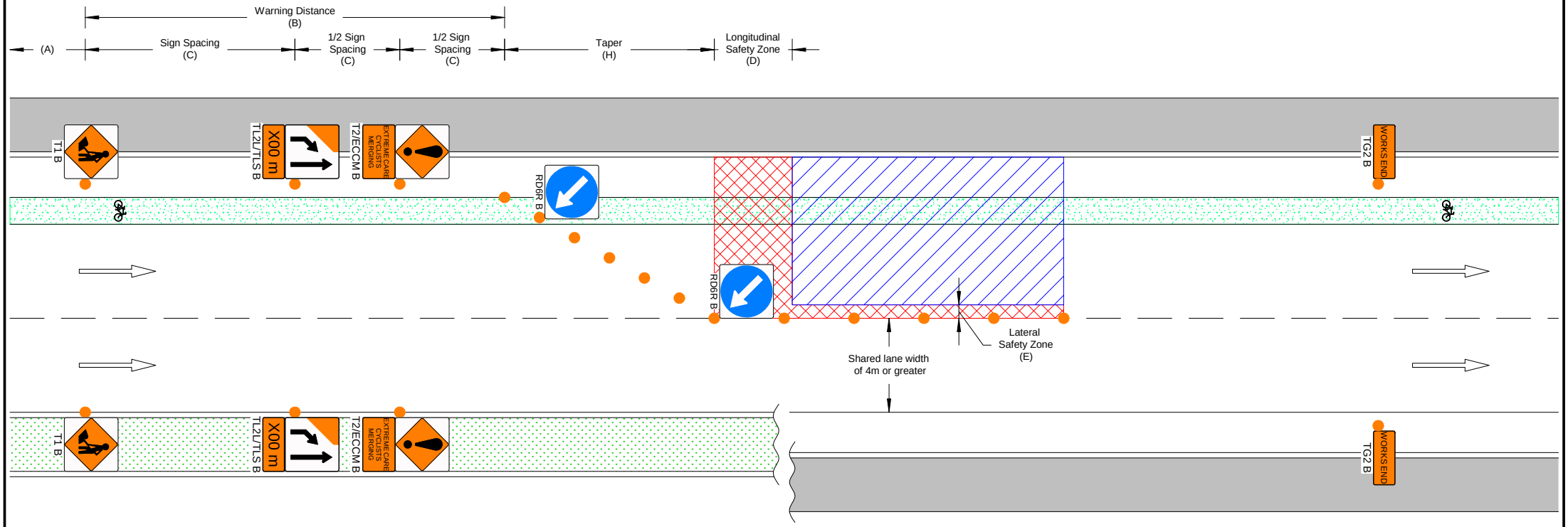
LEFT LANE CLOSURE
CYCLISTS AND VEHICLES MERGING (NO TSL)

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

– This UTMD can be used on one way three lane roads by changing the TL2L signs to TL3L signs.

– If the shared lane width is greater than 5m, the STMS will need to use a temporary cycle lane UTMD instead.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
117B(L)	Christchurch Transport Operations Centre	Version: 1	Date: JULY 2018	Submitted By:

MULTILANE

STATIC

Methodology:

CYCLIST PROVISION

Detail:

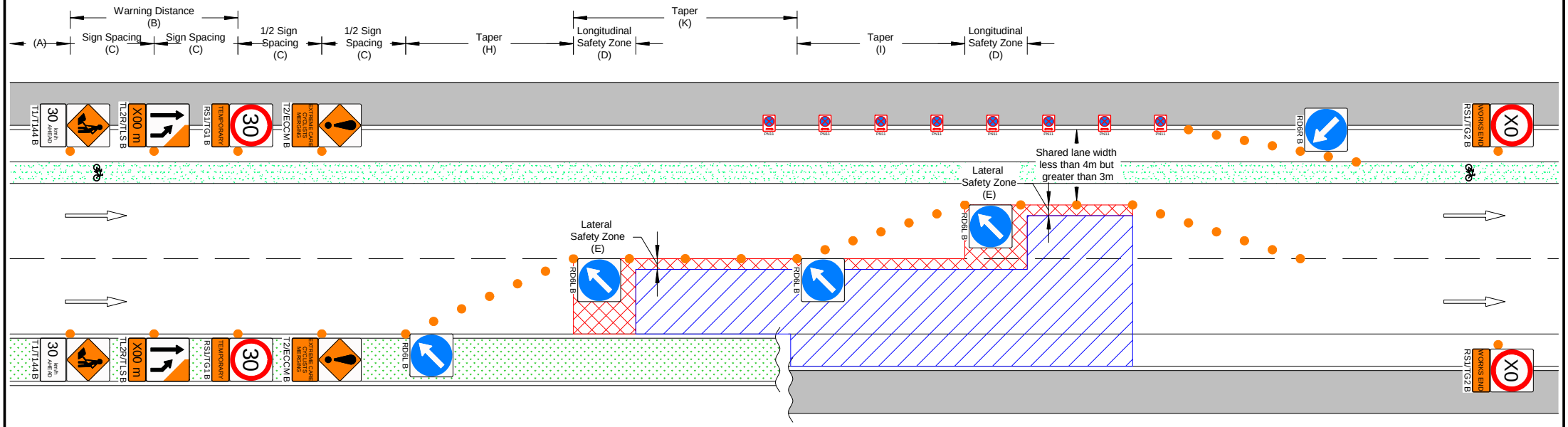
RIGHT LANE CLOSURE
CYCLISTS AND VEHICLES MERGING (WITH TSL)

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
118B(R)	Christchurch Transport Operations Centre	Version: 1	ONE WAY TWO LANE	STATIC
		Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

Detail:

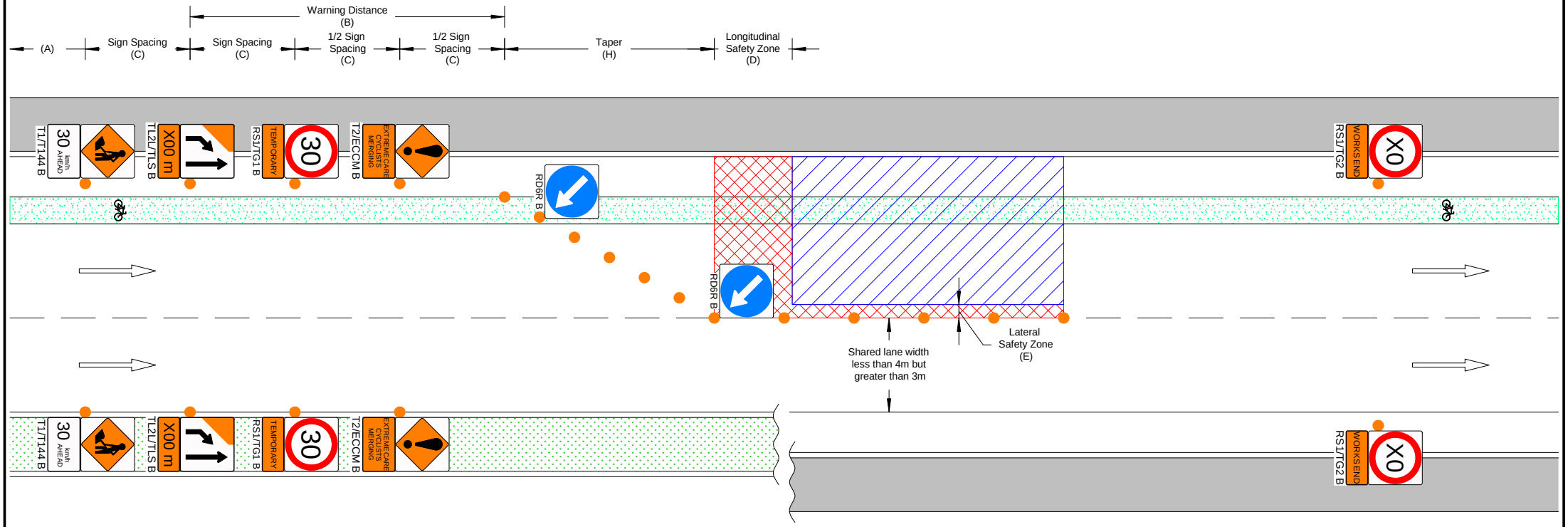
LEFT LANE CLOSURE
CYCLISTS AND VEHICLES MERGING (WITH TSL)

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– 'T2/Extreme Care Cyclists Merging' are not required to be established on side roads.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– Where cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

– This UTMD can be used on one way three lane roads by changing the TL2L signs to TL3L signs.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
118B(L)	Christchurch Transport Operations Centre	Version: 1	MULTILANE	STATIC
		Date: JULY 2018	Submitted By:	

Methodology:

CYCLIST PROVISION

Detail:

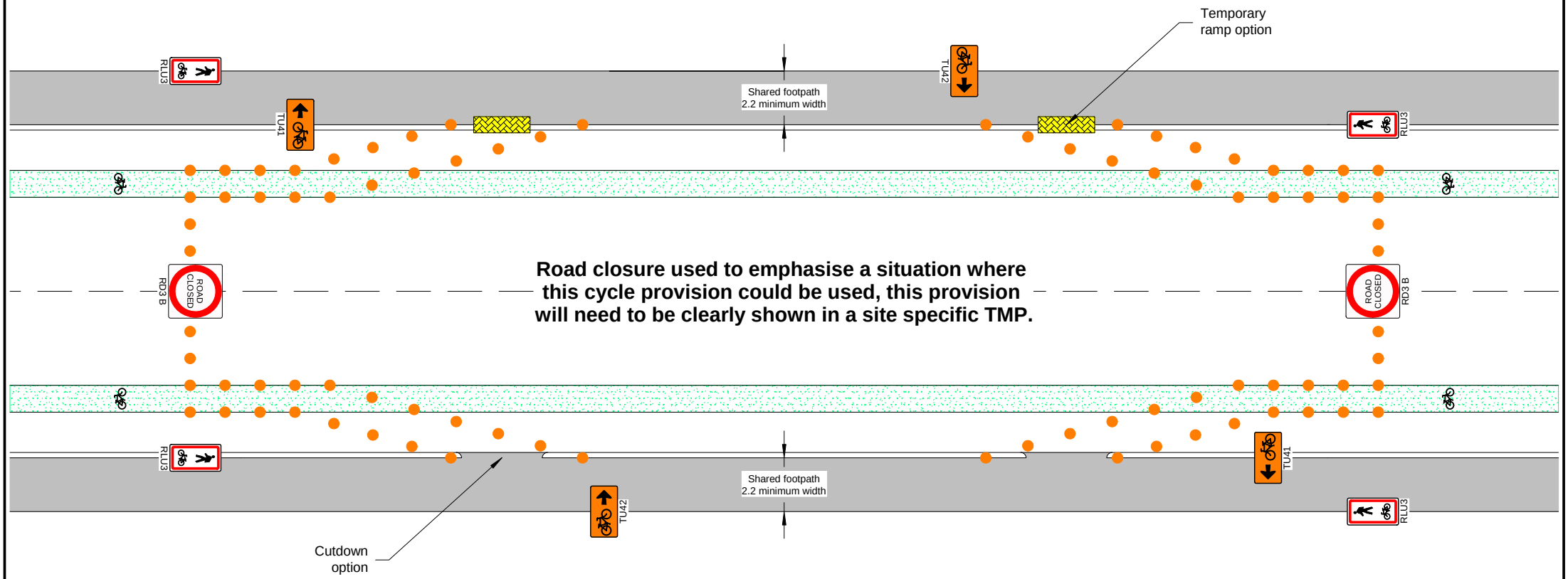
CYCLE LANE CLOSURE
SHARED FOOTPATH

Restrictions:

SUPPLEMENTARY 02

ROAD LEVEL: ALL

SPEED LIMIT: ALL



RLU3

RLU3 signs are optional but are preferred for long term worksites and in areas of high pedestrian/cyclist movements. e.g. near schools

UTMD Reference:

CS 001

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

CYCLIST PROVISION

Detail:

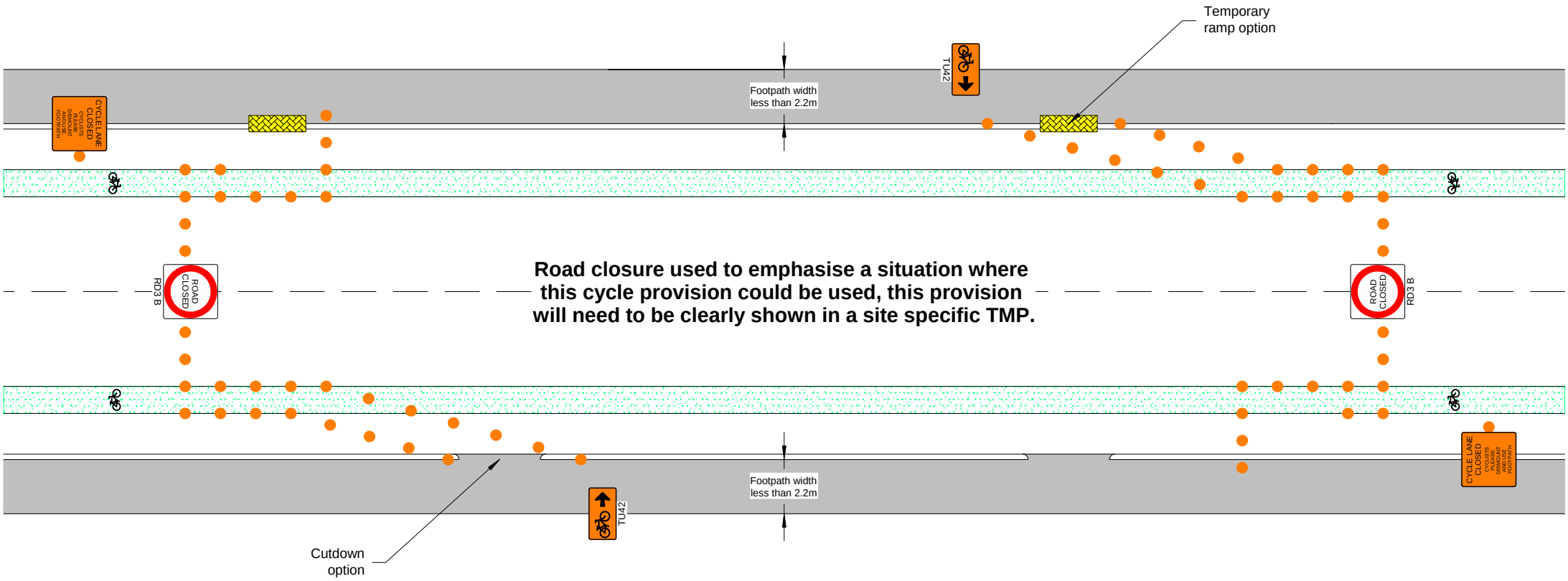
CYCLE LANE CLOSURE
CYCLISTS DISMOUNT

Restrictions:

SUPPLEMENTARY 02

ROAD LEVEL: ALL

SPEED LIMIT: ALL



CYCLE LANE CLOSED

PLEASE DISMOUNT AND USE FOOTPATH

Size - 1200 x 1200
These custom signs should be placed in advance of the worksite and also be placed where there is good visibility of the sign giving cyclists enough time to read the message.

UTMD Reference:

CS 002

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

HAZARD WARNING

Detail:

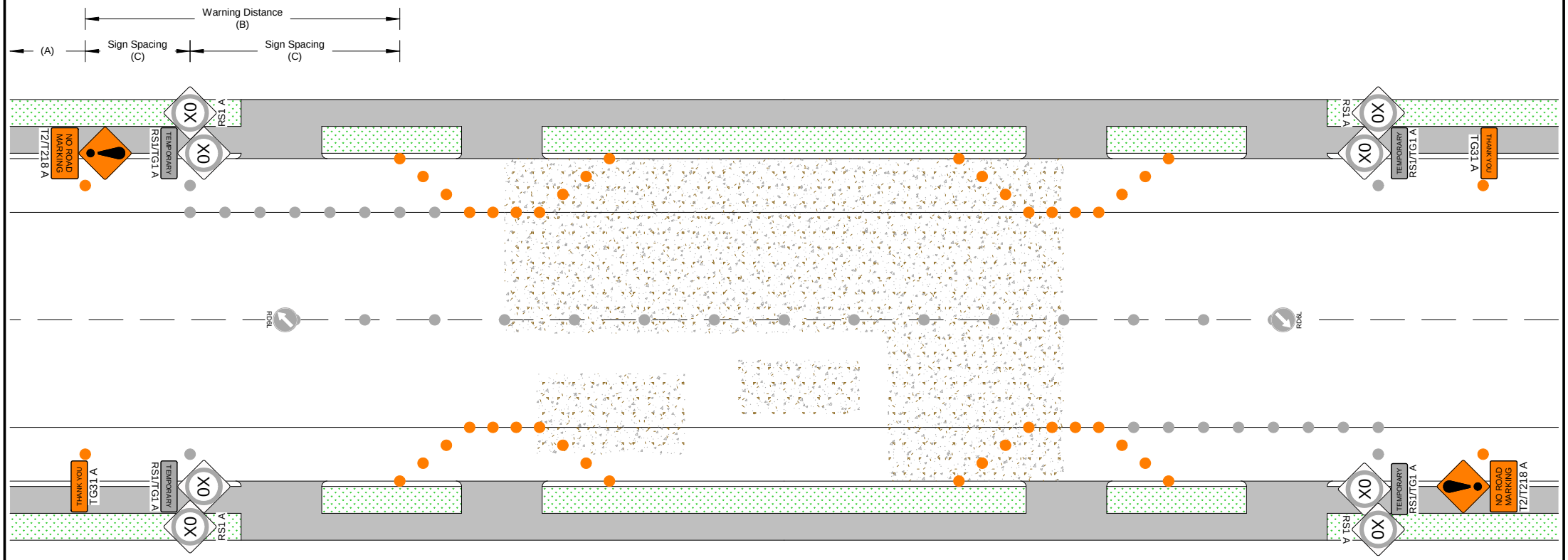
UNATTENDED HAZARD

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

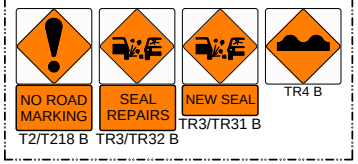
– The T2 signs is used to represent a 'hazard warning sign', the correct hazard warning signs must be established – See info on bottom right of UTMD. This diagram is not intended to be used for maintenance response e.g. flooding, only certain sign combinations are approved for this set-up. If the STMS needs to use a different sign combination, they may need to get a site specific TMP created.

– Coned thresholds must be installed at the start of each new road condition hazard to highlight it to road users, there should be made up of a minimum of 10 cones at 5m centres.

– The STMS needs to consider and install a centre line, where applicable, to help define the traffic lanes.

– Where the road has been milled out and left unattended, suitable ramping must be created between the milled out surface and the permanent pavement to cater for all road users.

Only these sign combinations are approved for this set-up



UTMD Reference:

130A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

HAZARD WARNING

Detail:

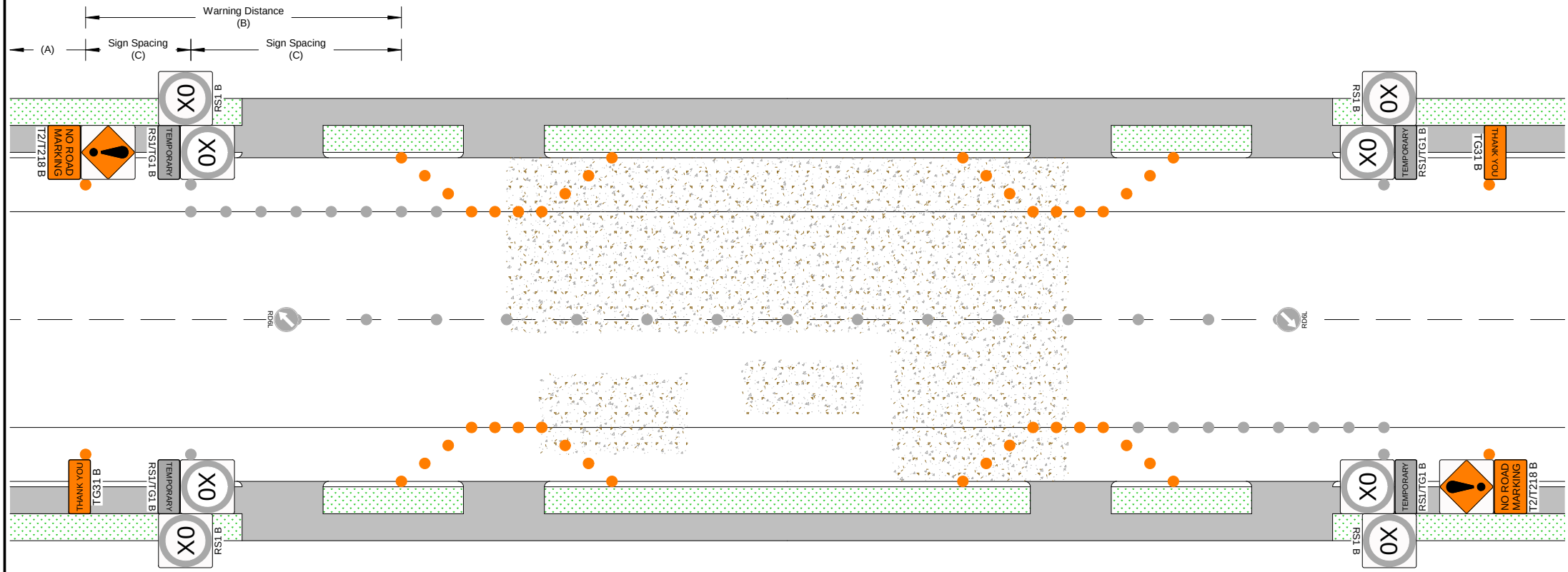
UNATTENDED HAZARD

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

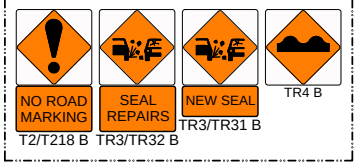
– The T2 signs is used to represent a 'hazard warning sign', the correct hazard warning signs must be established – See info on bottom right of UTMD. This diagram is not intended to be used for maintenance response e.g. flooding, only certain sign combinations are approved for this set-up. If the STMS needs to use a different sign combination, they may need to get a site specific TMP created.

– Coned thresholds must be installed at the start of each new road condition hazard to highlight it to road users, there should be made up of a minimum of 10 cones at 5m centres.

– The STMS needs to consider and install a centre line, where applicable, to help define the traffic lanes.

– Where the road has been milled out and left unattended, suitable ramping must be created between the milled out surface and the permanent pavement to cater for all road users.

Only these sign combinations are approved for this set-up



UTMD Reference:

130B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

HAZARD WARNING

Detail:

UNATTENDED HAZARD
BLIND CORNER

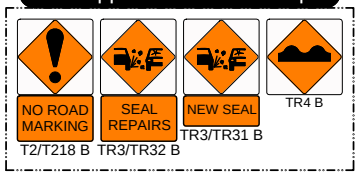
Restrictions:

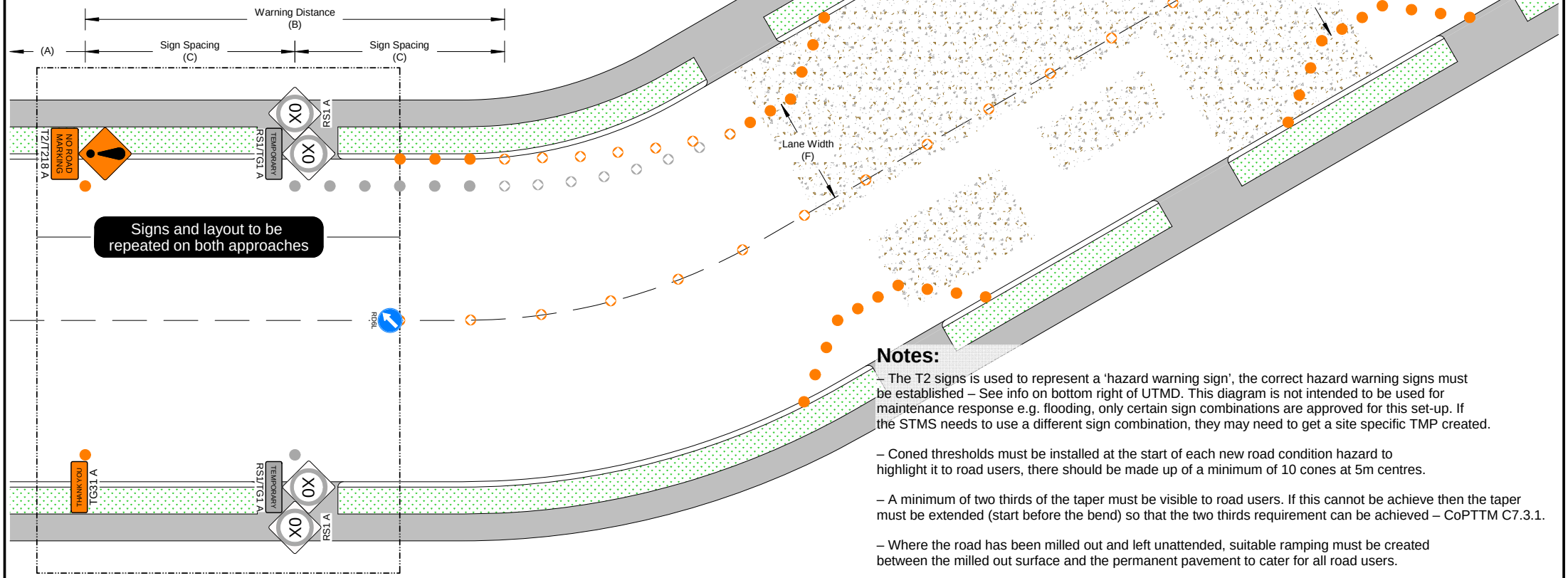
ROAD SPACE BOOKING 01

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL

Only these sign combinations are approved for this set-up





Notes:

– The T2 signs is used to represent a 'hazard warning sign', the correct hazard warning signs must be established – See info on bottom right of UTMD. This diagram is not intended to be used for maintenance response e.g. flooding, only certain sign combinations are approved for this set-up. If the STMS needs to use a different sign combination, they may need to get a site specific TMP created.

– Coned thresholds must be installed at the start of each new road condition hazard to highlight it to road users, there should be made up of a minimum of 10 cones at 5m centres.

– A minimum of two thirds of the taper must be visible to road users. If this cannot be achieve then the taper must be extended (start before the bend) so that the two thirds requirement can be achieved – CoPTTM C7.3.1.

– Where the road has been milled out and left unattended, suitable ramping must be created between the milled out surface and the permanent pavement to cater for all road users.

UTMD Reference:

131A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

HAZARD WARNING

Detail:

UNATTENDED HAZARD
BLIND CORNER

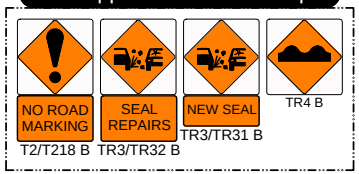
Restrictions:

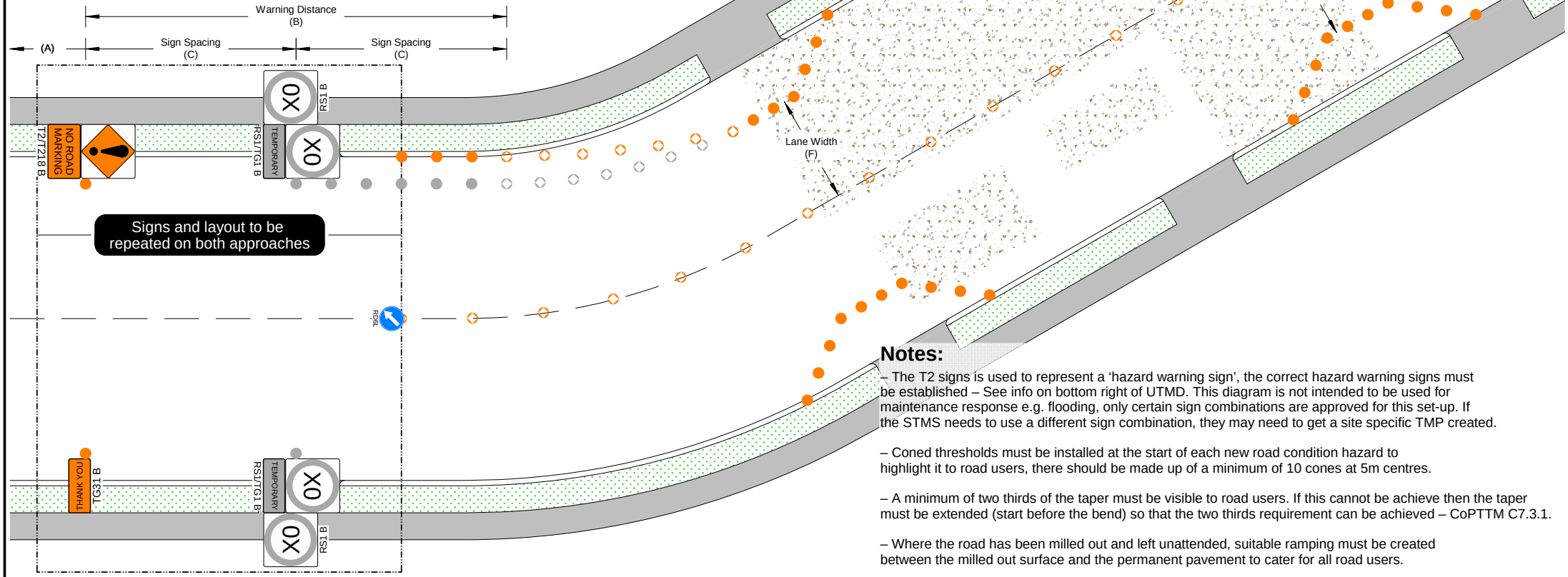
ROAD SPACE BOOKING 01

ROAD LEVEL: L2

SPEED LIMIT: ALL

Only these sign combinations are approved for this set-up





Notes:

– The T2 signs is used to represent a 'hazard warning sign', the correct hazard warning signs must be established – See info on bottom right of UTMD. This diagram is not intended to be used for maintenance response e.g. flooding, only certain sign combinations are approved for this set-up. If the STMS needs to use a different sign combination, they may need to get a site specific TMP created.

– Coned thresholds must be installed at the start of each new road condition hazard to highlight it to road users, there should be made up of a minimum of 10 cones at 5m centres.

– A minimum of two thirds of the taper must be visible to road users. If this cannot be achieve then the taper must be extended (start before the bend) so that the two thirds requirement can be achieved – CoPTTM C7.3.1.

– Where the road has been milled out and left unattended, suitable ramping must be created between the milled out surface and the permanent pavement to cater for all road users.

UTMD Reference:

131B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

HAZARD WARNING

Detail:

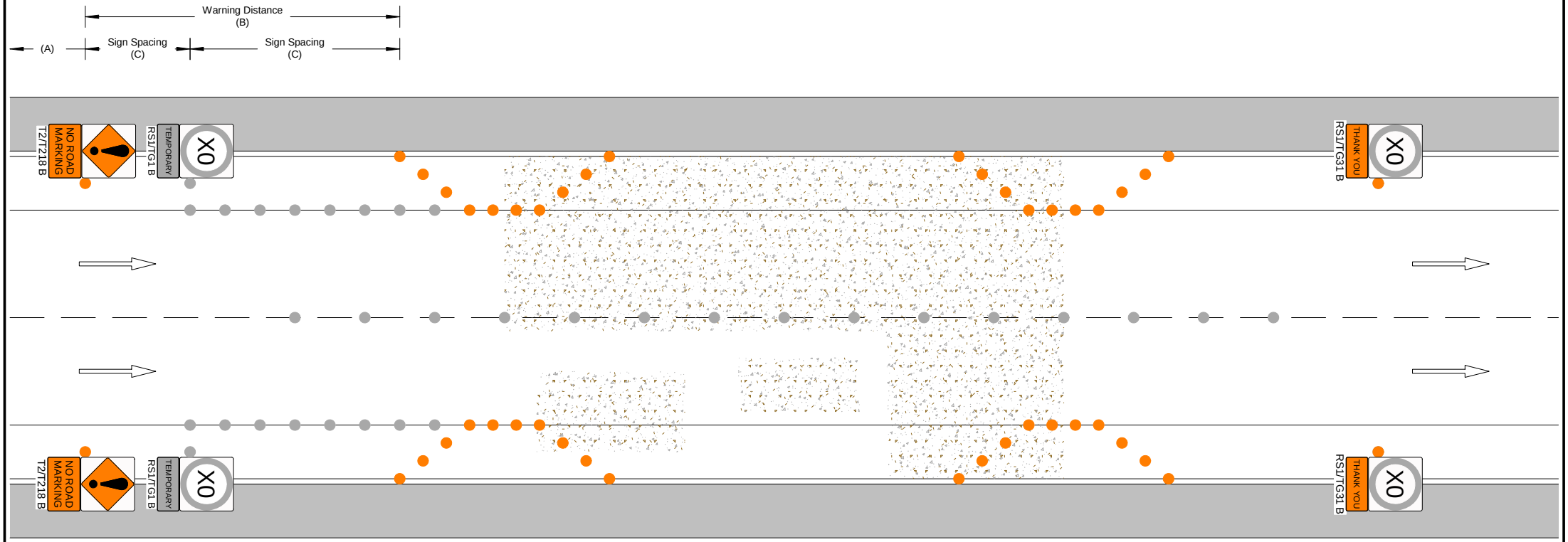
UNATTENDED HAZARD
MULTILANE ROAD

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– The T2 signs is used to represent a 'hazard warning sign', the correct hazard warning signs must be established – See info on bottom right of UTMD. This diagram is not intended to be used for maintenance response e.g. flooding, only certain sign combinations are approved for this set-up. If the STMS needs to use a different sign combination, they may need to get a site specific TMP created.

– Coned thresholds must be installed at the start of each new road condition hazard to highlight it to road users, there should be made up of a minimum of 10 cones at 5m centres.

– The STMS needs to consider and install a centre line, where applicable, to help define the traffic lanes.

– This UTMD can be used on one way two lane and one way three lane roads.

– Where the road has been milled out and left unattended, suitable ramping must be created between the milled out surface and the permanent pavement to cater for all road users.

Only these sign combinations are approved for this set-up

UTMD Reference:

132B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE

Operation: STATIC

Submitted By:

Methodology:

HAZARD WARNING

Detail:

UNATTENDED HAZARD
MULTILANE ROAD WITH BLIND CORNER

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL: L2

SPEED LIMIT: ALL

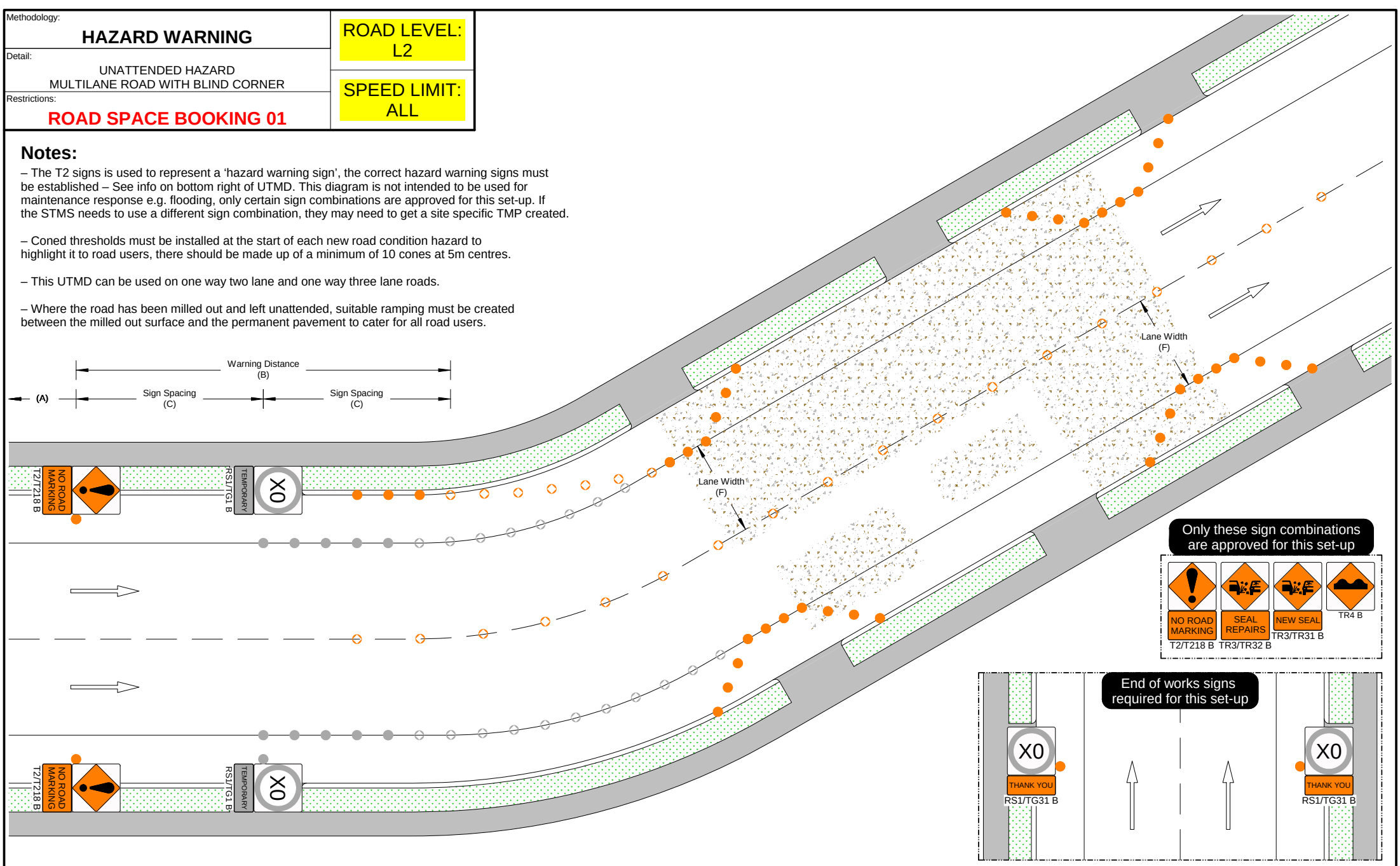
Notes:

– The T2 signs is used to represent a 'hazard warning sign', the correct hazard warning signs must be established – See info on bottom right of UTMD. This diagram is not intended to be used for maintenance response e.g. flooding, only certain sign combinations are approved for this set-up. If the STMS needs to use a different sign combination, they may need to get a site specific TMP created.

– Coned thresholds must be installed at the start of each new road condition hazard to highlight it to road users, there should be made up of a minimum of 10 cones at 5m centres.

– This UTMD can be used on one way two lane and one way three lane roads.

– Where the road has been milled out and left unattended, suitable ramping must be created between the milled out surface and the permanent pavement to cater for all road users.



UTMD Reference:

133B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE

Operation: STATIC

Submitted By:

Methodology:

HAZARD WARNING

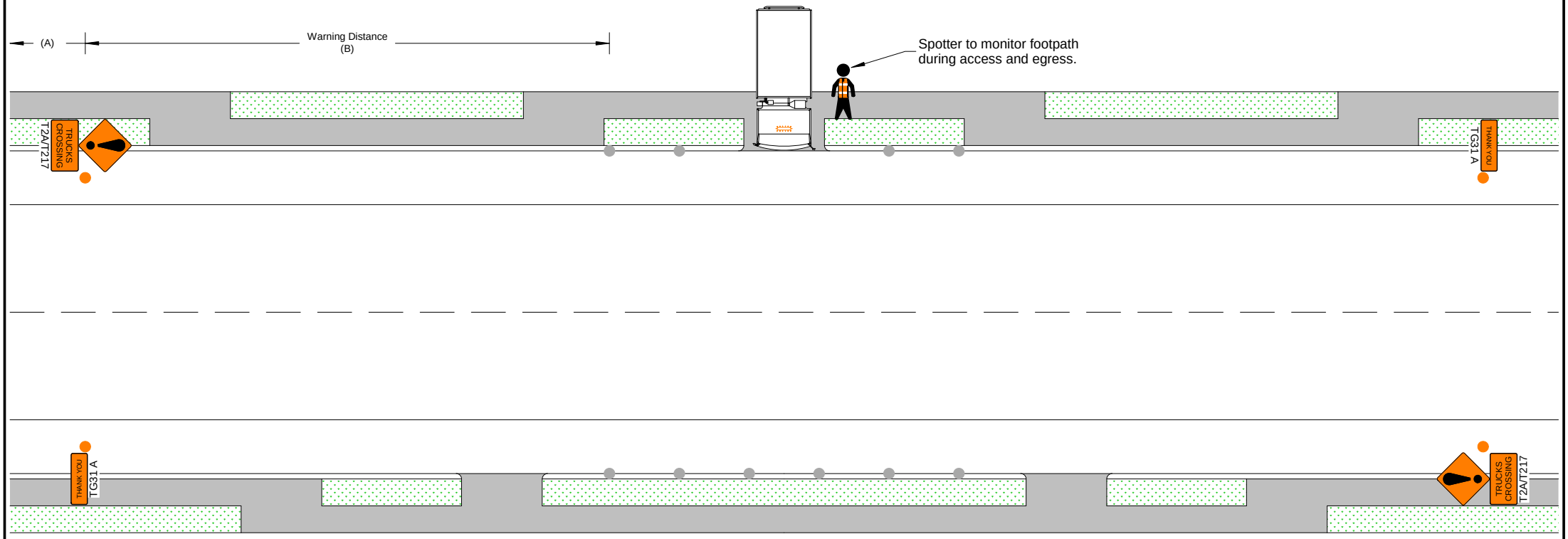
Detail:

TRUCKS CROSSING

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– This plan does not allow for vehicles to reverse into or out of site, a site specific plan or manual traffic control will be needed for this – Consider manual traffic plans 055A.

– This plan is not to be used in urban areas or at existing road works sites and must be removed during unattended times.

– Cones can be used to highlight access point. These can be changed to PN11 signs or PN11 cone sleeves where additional space is needed to safely allow vehicles to access/egress the site – refer to UTMD 230 and 231.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
134A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

HAZARD WARNING

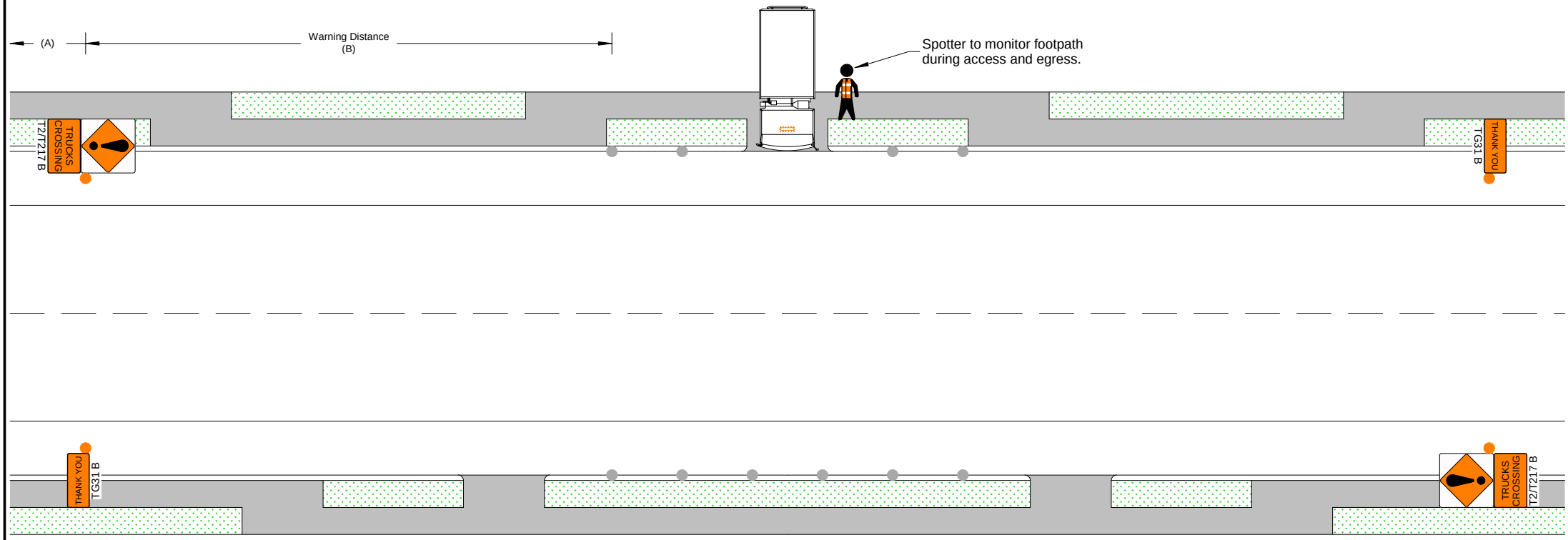
Detail:

TRUCKS CROSSING

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This plan does not allow for vehicles to reverse into or out of site, a site specific plan or manual traffic control will be needed for this – Consider manual traffic plans 055B.

– This plan is not to be used in urban areas or at existing road works sites and must be removed during unattended times.

– Cones can be used to highlight access point. These can be changed to PN11 signs or PN11 cone sleeves where additional space is needed to safely allow vehicles to access/egress the site – refer to UTMD 230 and 231.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
134B	Christchurch Transport Operations Centre	Version: 1	Date: JULY 2018	Submitted By:

TWO WAY TWO LANE

STATIC

Methodology:

HAZARD WARNING

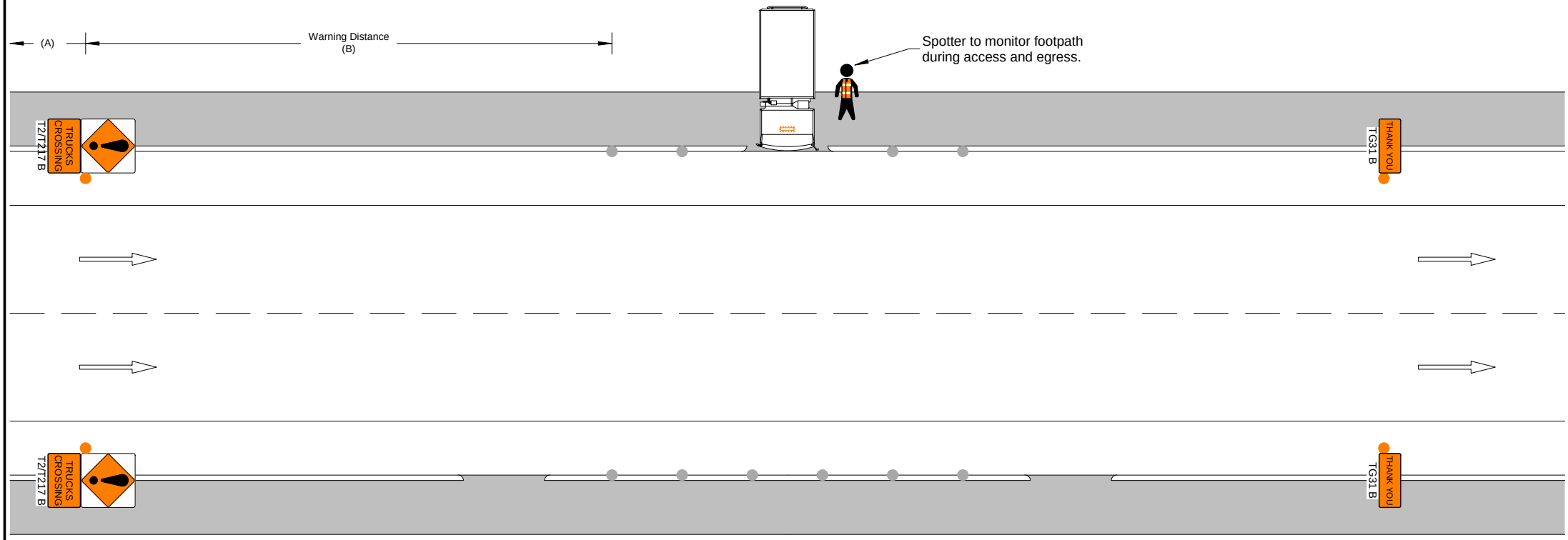
Detail:

TRUCKS CROSSING
MULTILANE ROAD

Restrictions:

ROAD LEVEL:
L2

SPEED LIMIT:
ALL



Notes:

– This plan does not allow for vehicles to reverse into or out of site, a site specific plan will be needed for this

– This plan is not to be used in urban areas or at existing road works sites and must be removed during unattended times.

– Cones can be used to highlight access point. These can be changed to PN11 signs or PN11 cone sleeves where additional space is needed to safely allow vehicles to access/egress the site – refer to UTMD 230 and 231.

– This UTMD can be used on one way two lane and one way three lane roads.

UTMD Reference: **135B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: MULTILANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

INTERSECTION

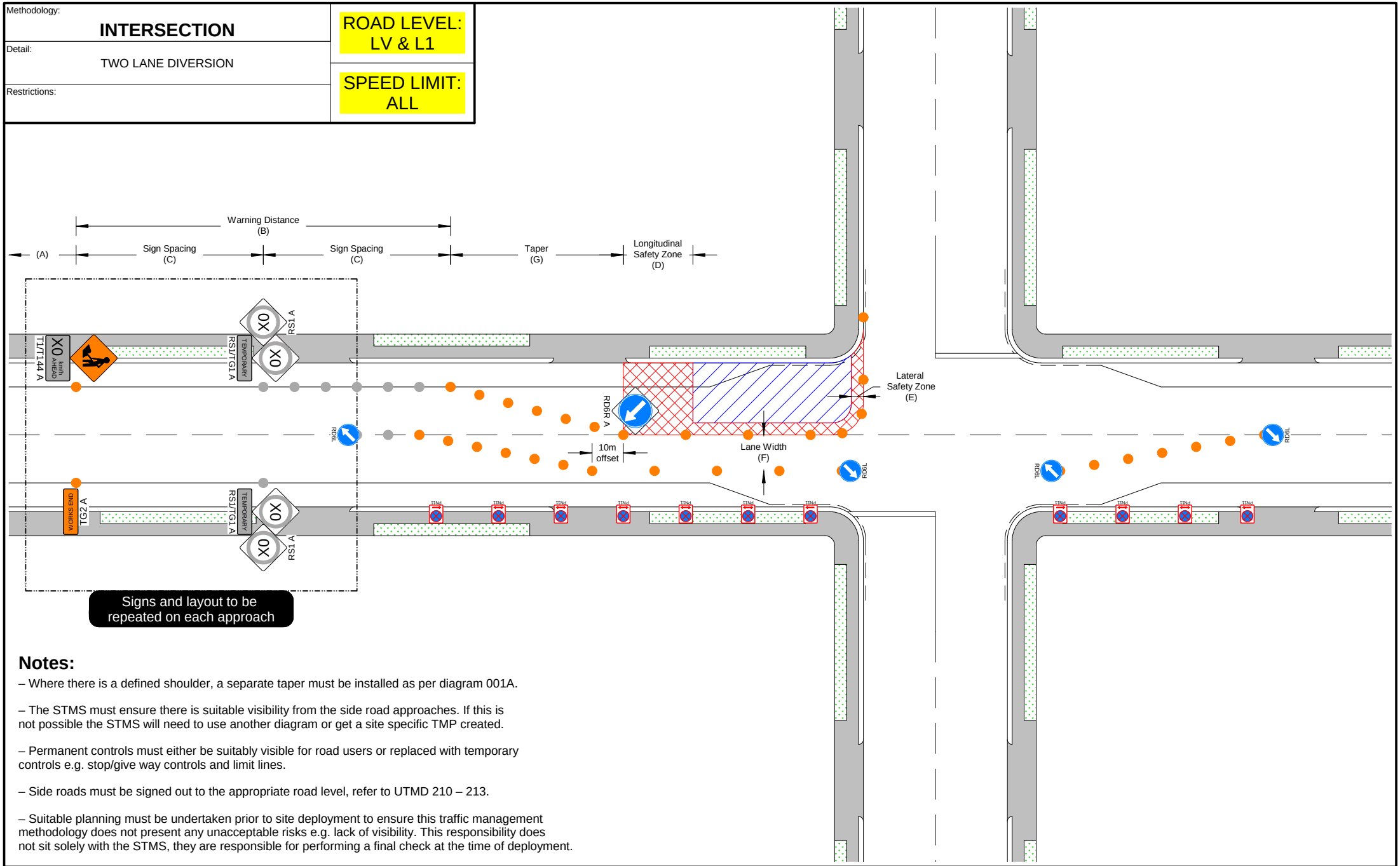
Detail:

TWO LANE DIVERSION

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– The STMS must ensure there is suitable visibility from the side road approaches. If this is not possible the STMS will need to use another diagram or get a site specific TMP created.

– Permanent controls must either be suitably visible for road users or replaced with temporary controls e.g. stop/give way controls and limit lines.

– Side roads must be signed out to the appropriate road level, refer to UTMD 210 – 213.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference: **140A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1	Date: JULY 2018	Submitted By:

Methodology:

INTERSECTION

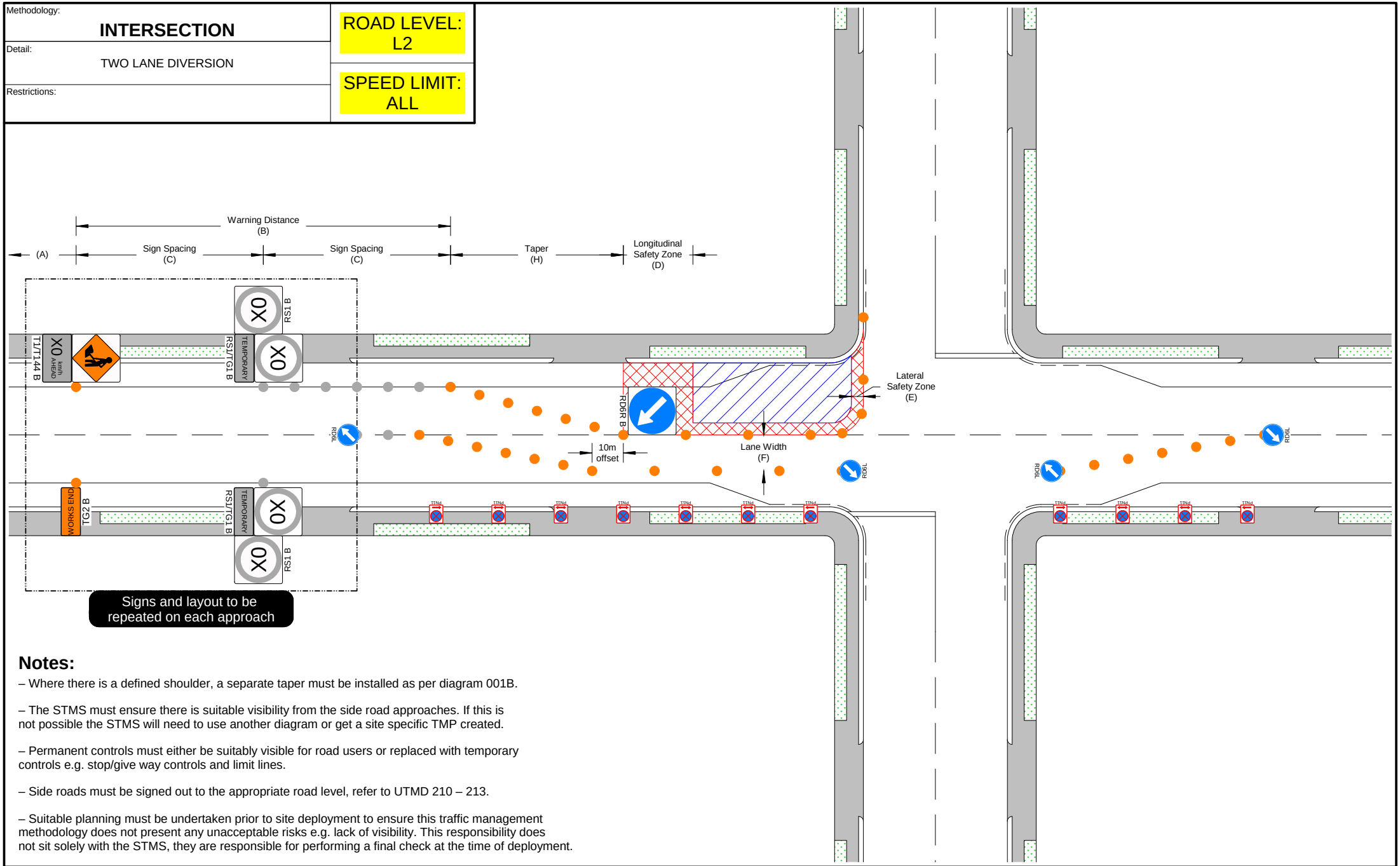
Detail:

TWO LANE DIVERSION

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– The STMS must ensure there is suitable visibility from the side road approaches. If this is not possible the STMS will need to use another diagram or get a site specific TMP created.

– Permanent controls must either be suitably visible for road users or replaced with temporary controls e.g. stop/give way controls and limit lines.

– Side roads must be signed out to the appropriate road level, refer to UTMD 210 – 213.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference: **140B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1	Date: JULY 2018	Submitted By:

Methodology:

INTERSECTION

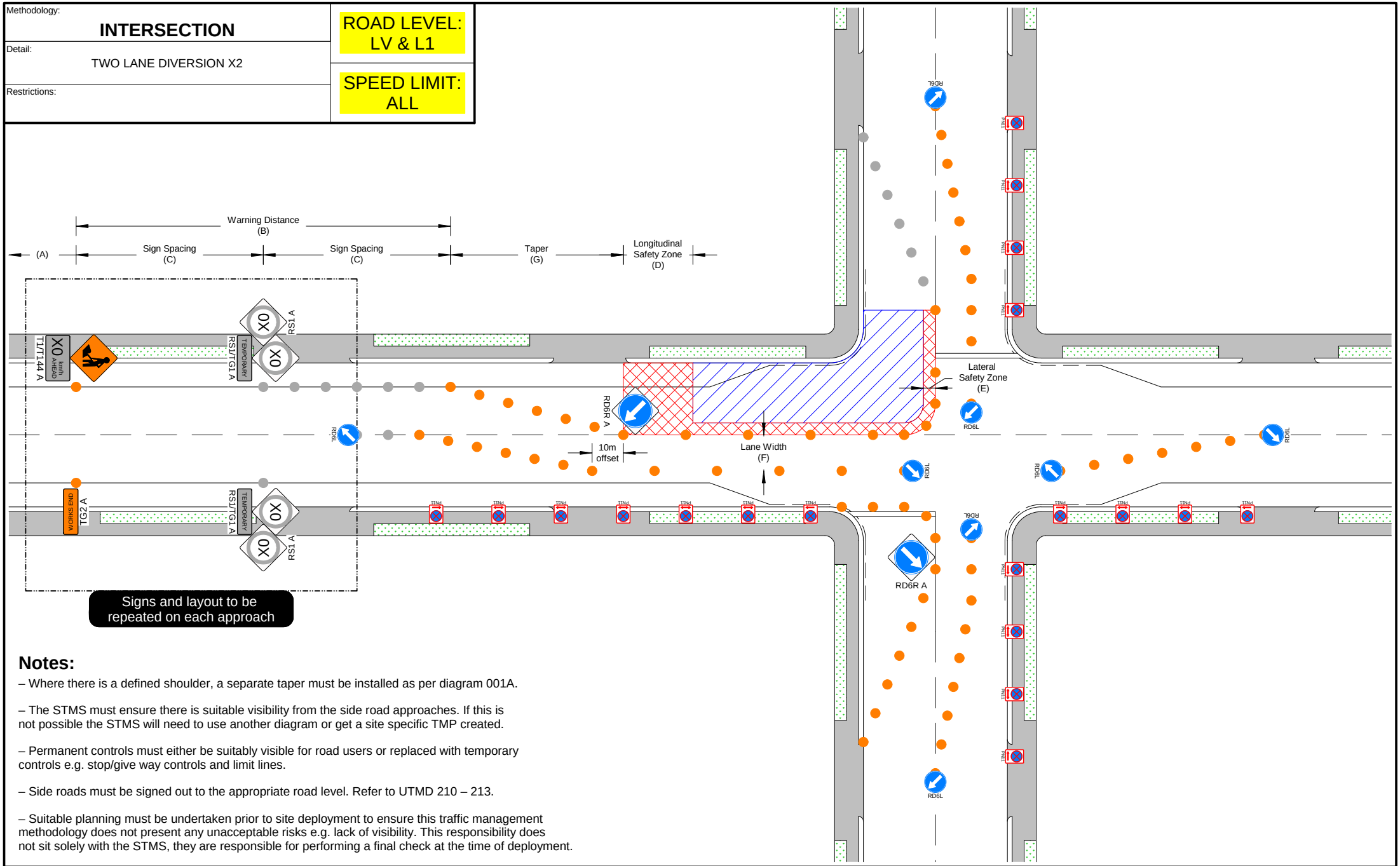
Detail:

TWO LANE DIVERSION X2

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– The STMS must ensure there is suitable visibility from the side road approaches. If this is not possible the STMS will need to use another diagram or get a site specific TMP created.

– Permanent controls must either be suitably visible for road users or replaced with temporary controls e.g. stop/give way controls and limit lines.

– Side roads must be signed out to the appropriate road level. Refer to UTMD 210 – 213.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference: **141A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1	Date: JULY 2018	Submitted By:

Methodology:

INTERSECTION

Detail:

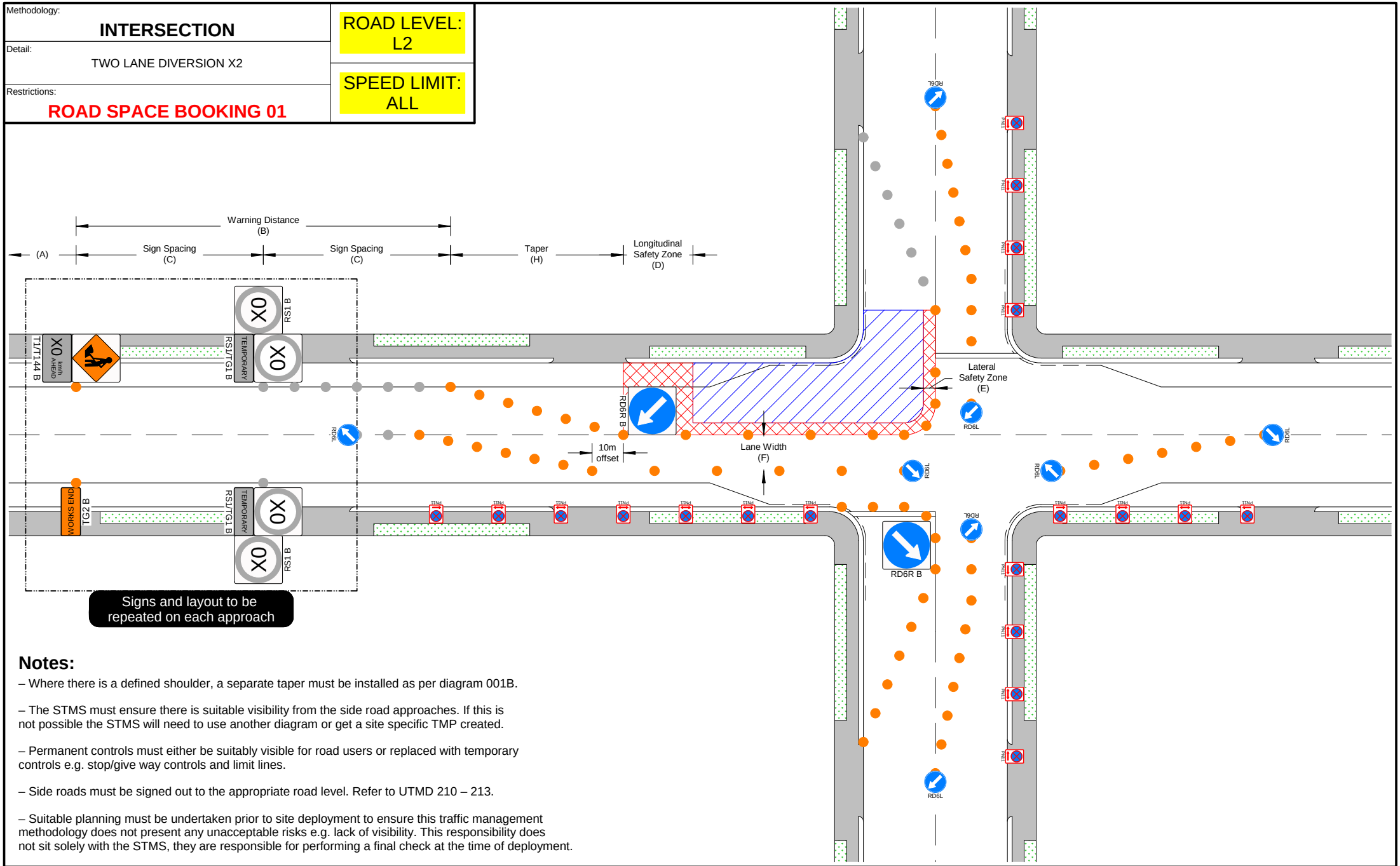
TWO LANE DIVERSION X2

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– The STMS must ensure there is suitable visibility from the side road approaches. If this is not possible the STMS will need to use another diagram or get a site specific TMP created.

– Permanent controls must either be suitably visible for road users or replaced with temporary controls e.g. stop/give way controls and limit lines.

– Side roads must be signed out to the appropriate road level. Refer to UTMD 210 – 213.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference: **141B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

INTERSECTION

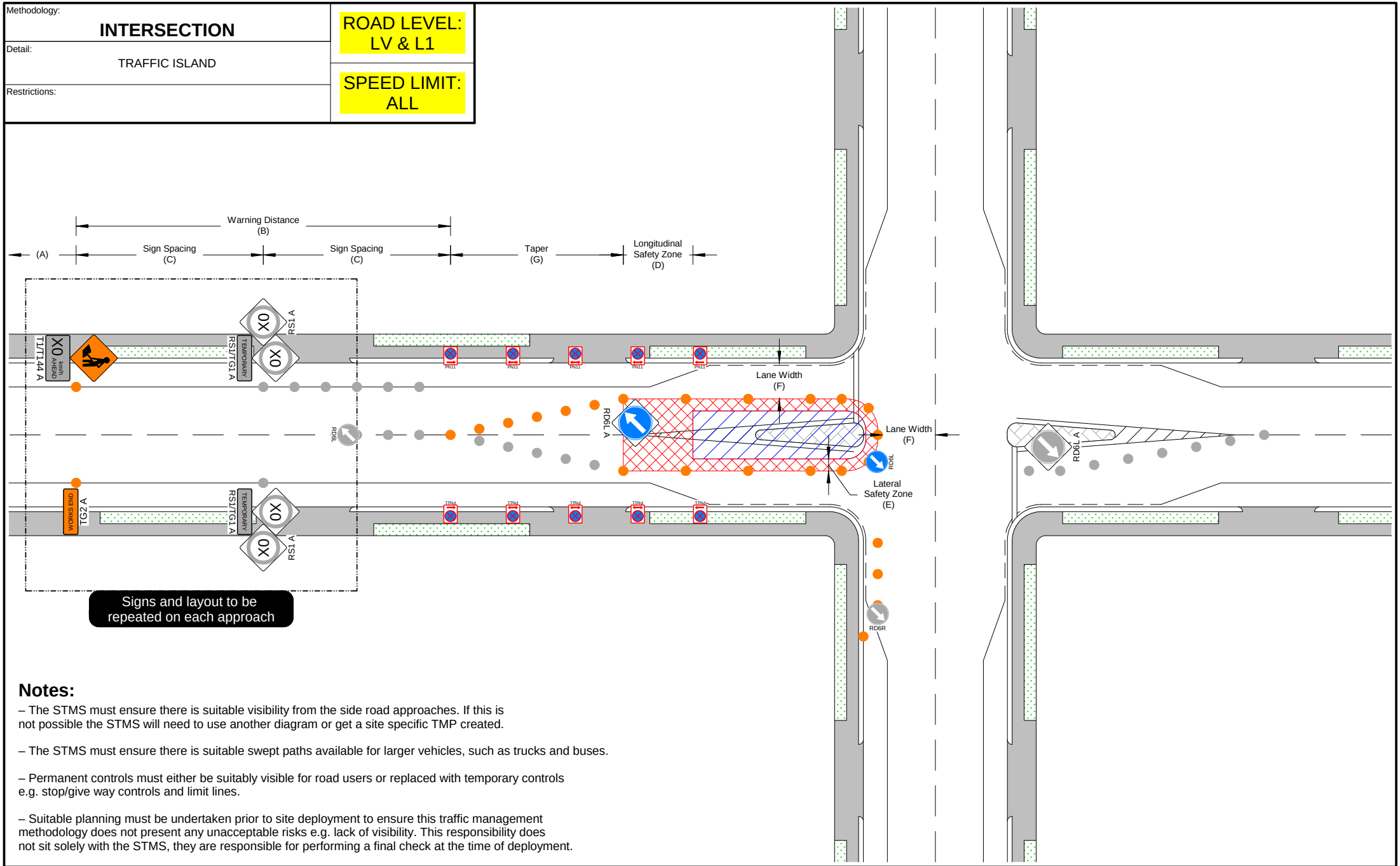
Detail:

TRAFFIC ISLAND

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– The STMS must ensure there is suitable visibility from the side road approaches. If this is not possible the STMS will need to use another diagram or get a site specific TMP created.

– The STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– Permanent controls must either be suitably visible for road users or replaced with temporary controls e.g. stop/give way controls and limit lines.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
142A	Christchurch Transport Operations Centre		INTERSECTION	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

INTERSECTION

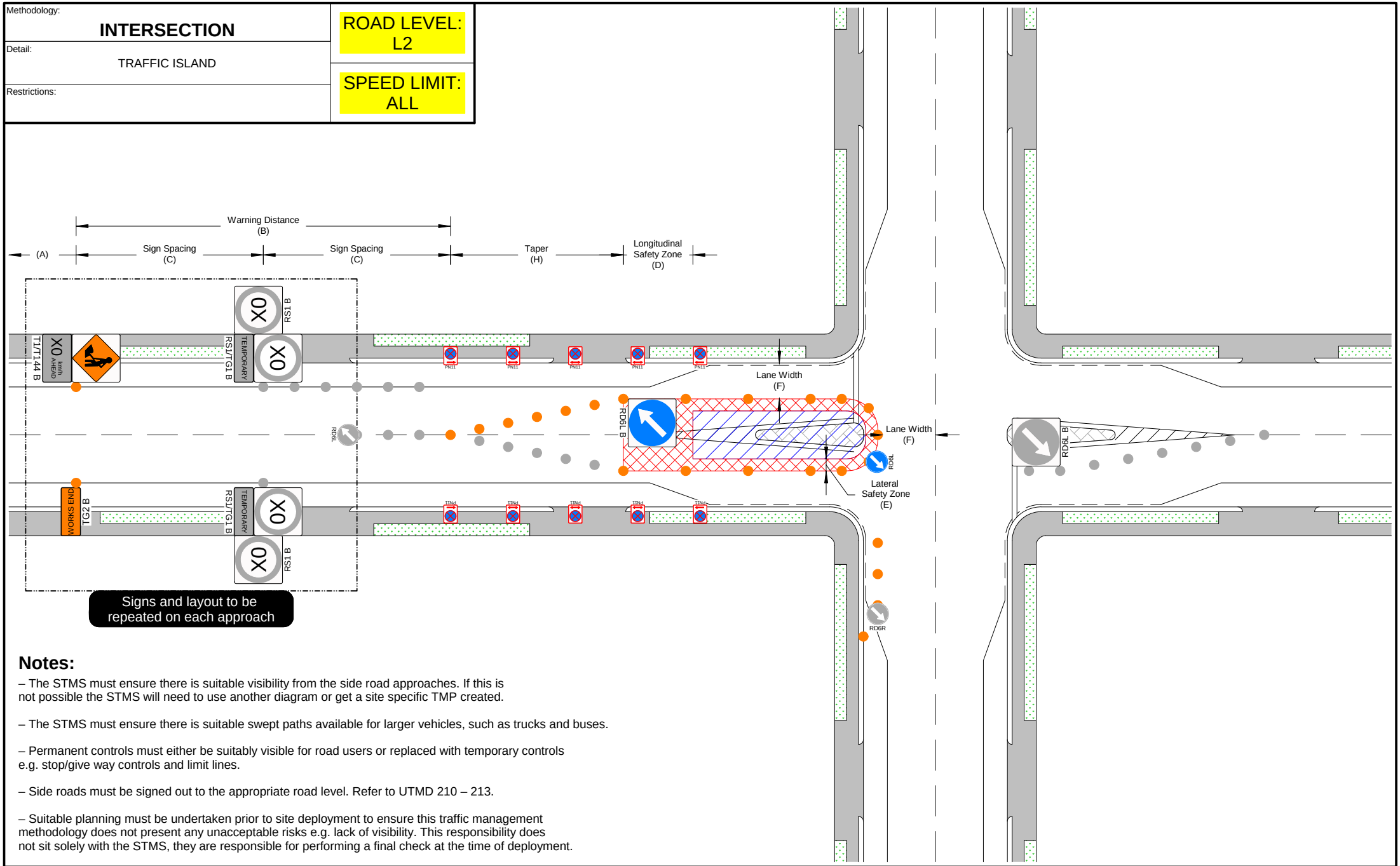
Detail:

TRAFFIC ISLAND

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– The STMS must ensure there is suitable visibility from the side road approaches. If this is not possible the STMS will need to use another diagram or get a site specific TMP created.

– The STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– Permanent controls must either be suitably visible for road users or replaced with temporary controls e.g. stop/give way controls and limit lines.

– Side roads must be signed out to the appropriate road level. Refer to UTMD 210 – 213.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

142B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

INTERSECTION

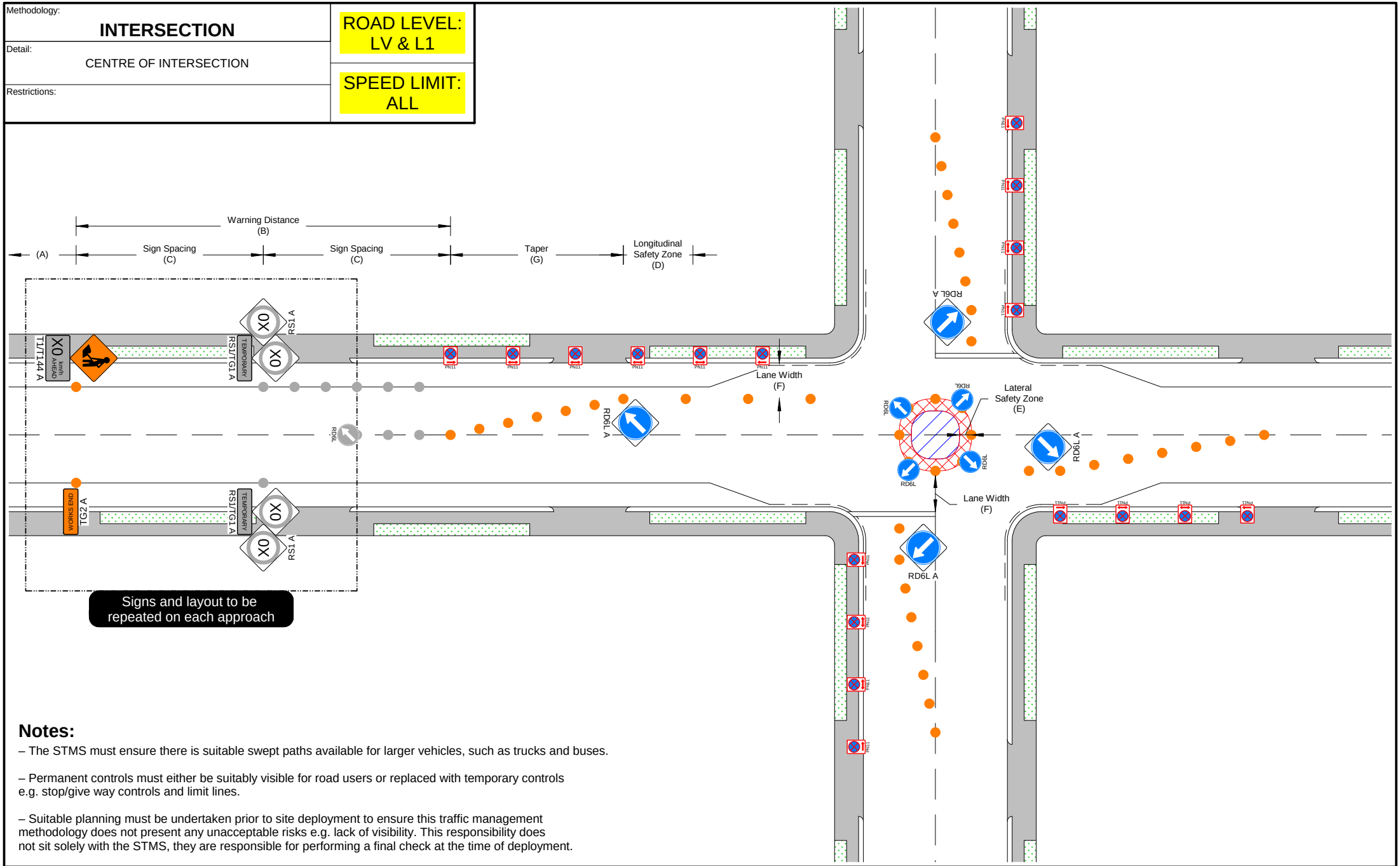
Detail:

CENTRE OF INTERSECTION

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– The STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– Permanent controls must either be suitably visible for road users or replaced with temporary controls e.g. stop/give way controls and limit lines.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

143A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

INTERSECTION

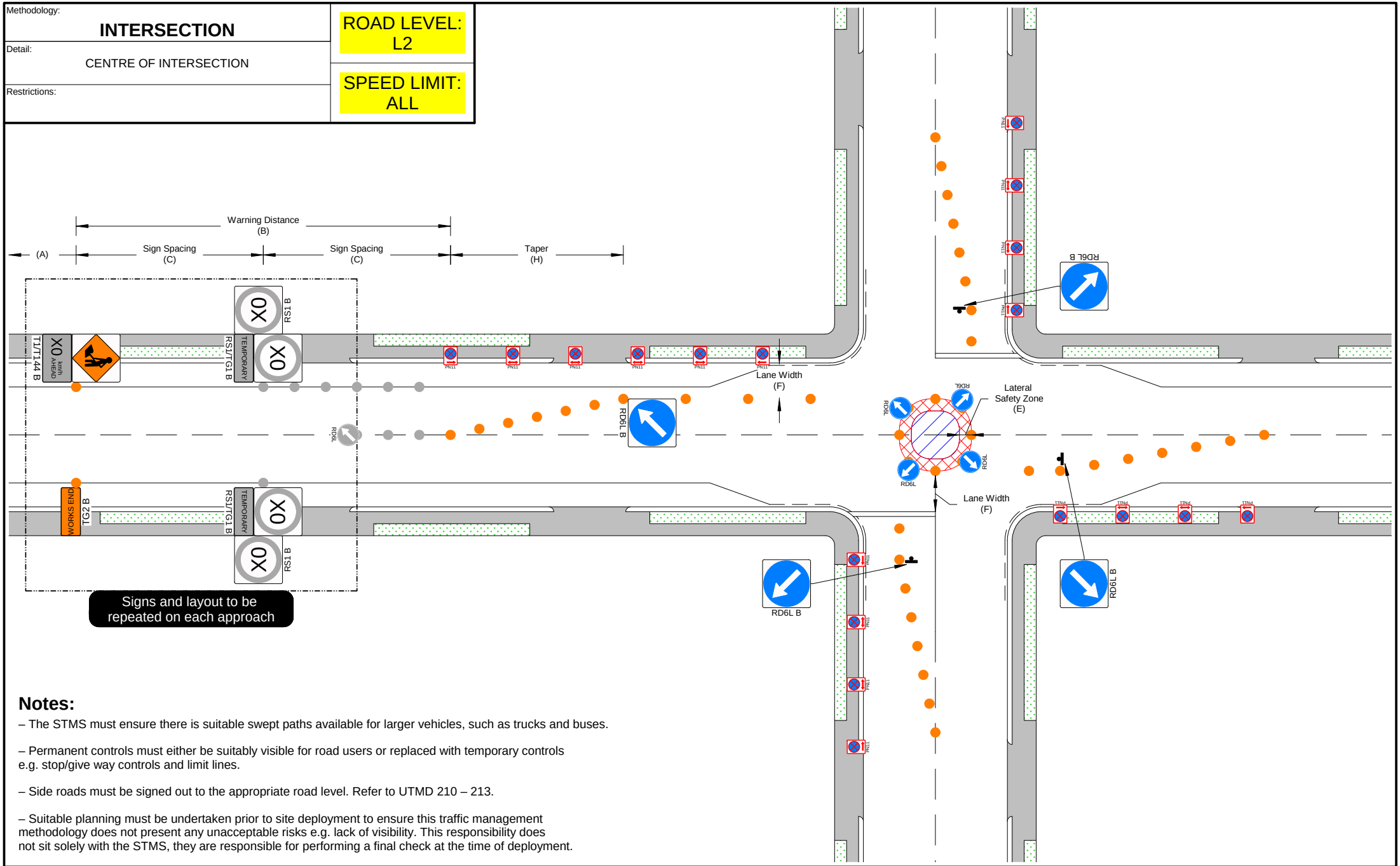
Detail:

CENTRE OF INTERSECTION

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– The STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.

– Permanent controls must either be suitably visible for road users or replaced with temporary controls e.g. stop/give way controls and limit lines.

– Side roads must be signed out to the appropriate road level. Refer to UTMD 210 – 213.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
143B	Christchurch Transport Operations Centre		INTERSECTION	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

INTERSECTION

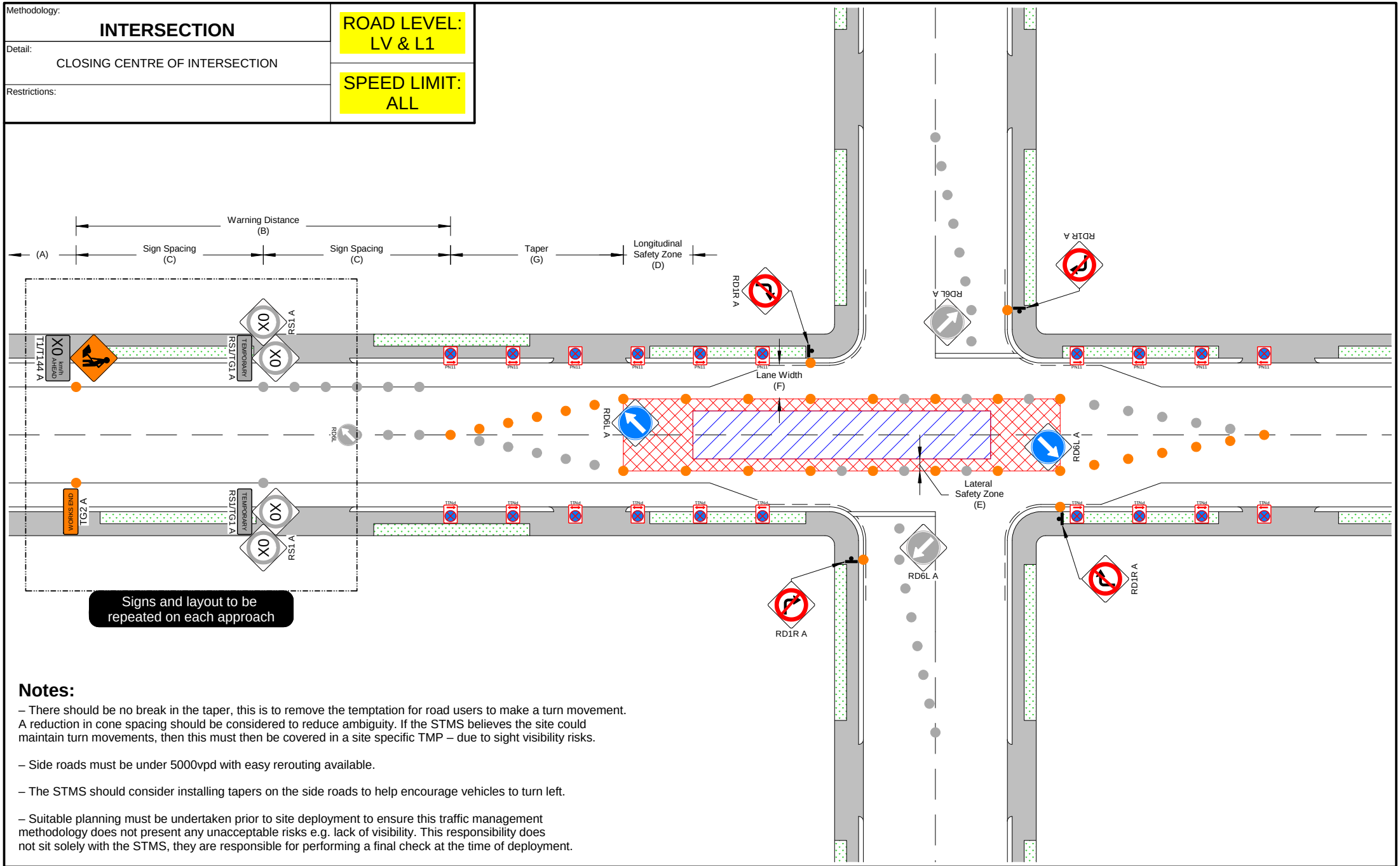
Detail:

CLOSING CENTRE OF INTERSECTION

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– There should be no break in the taper, this is to remove the temptation for road users to make a turn movement. A reduction in cone spacing should be considered to reduce ambiguity. If the STMS believes the site could maintain turn movements, then this must then be covered in a site specific TMP – due to sight visibility risks.

– Side roads must be under 5000vpd with easy rerouting available.

– The STMS should consider installing tapers on the side roads to help encourage vehicles to turn left.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

144A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

INTERSECTION

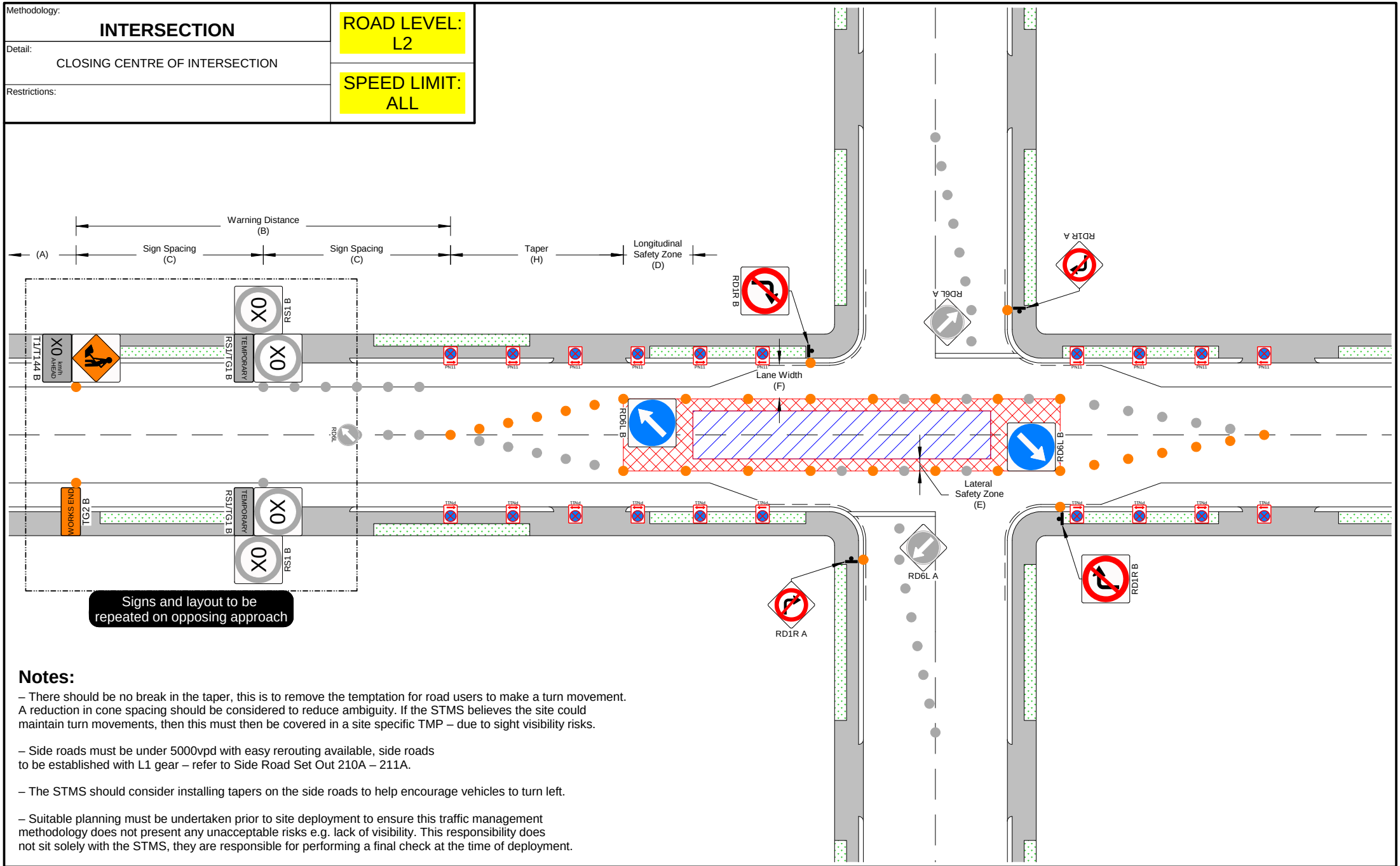
Detail:

CLOSING CENTRE OF INTERSECTION

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– There should be no break in the taper, this is to remove the temptation for road users to make a turn movement. A reduction in cone spacing should be considered to reduce ambiguity. If the STMS believes the site could maintain turn movements, then this must then be covered in a site specific TMP – due to sight visibility risks.

– Side roads must be under 5000vpd with easy rerouting available, side roads to be established with L1 gear – refer to Side Road Set Out 210A – 211A.

– The STMS should consider installing tapers on the side roads to help encourage vehicles to turn left.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

144B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

INTERSECTION

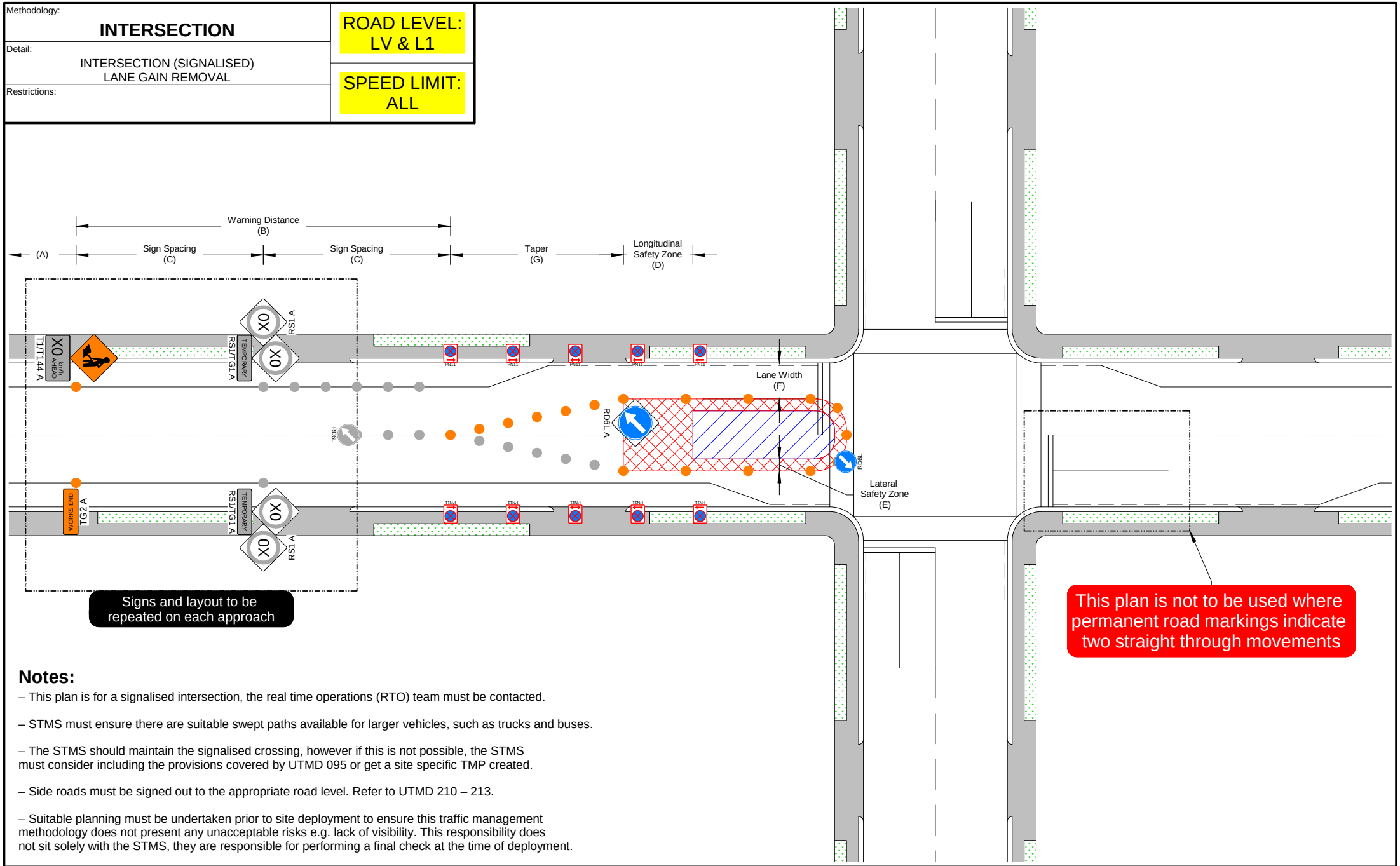
Detail:

INTERSECTION (SIGNALISED)
LANE GAIN REMOVAL

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Signs and layout to be repeated on each approach

Notes:

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– STMS must ensure there are suitable swept paths available for larger vehicles, such as trucks and buses.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

– Side roads must be signed out to the appropriate road level. Refer to UTMD 210 – 213.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

145A(R)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: SIGNALISED INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

INTERSECTION

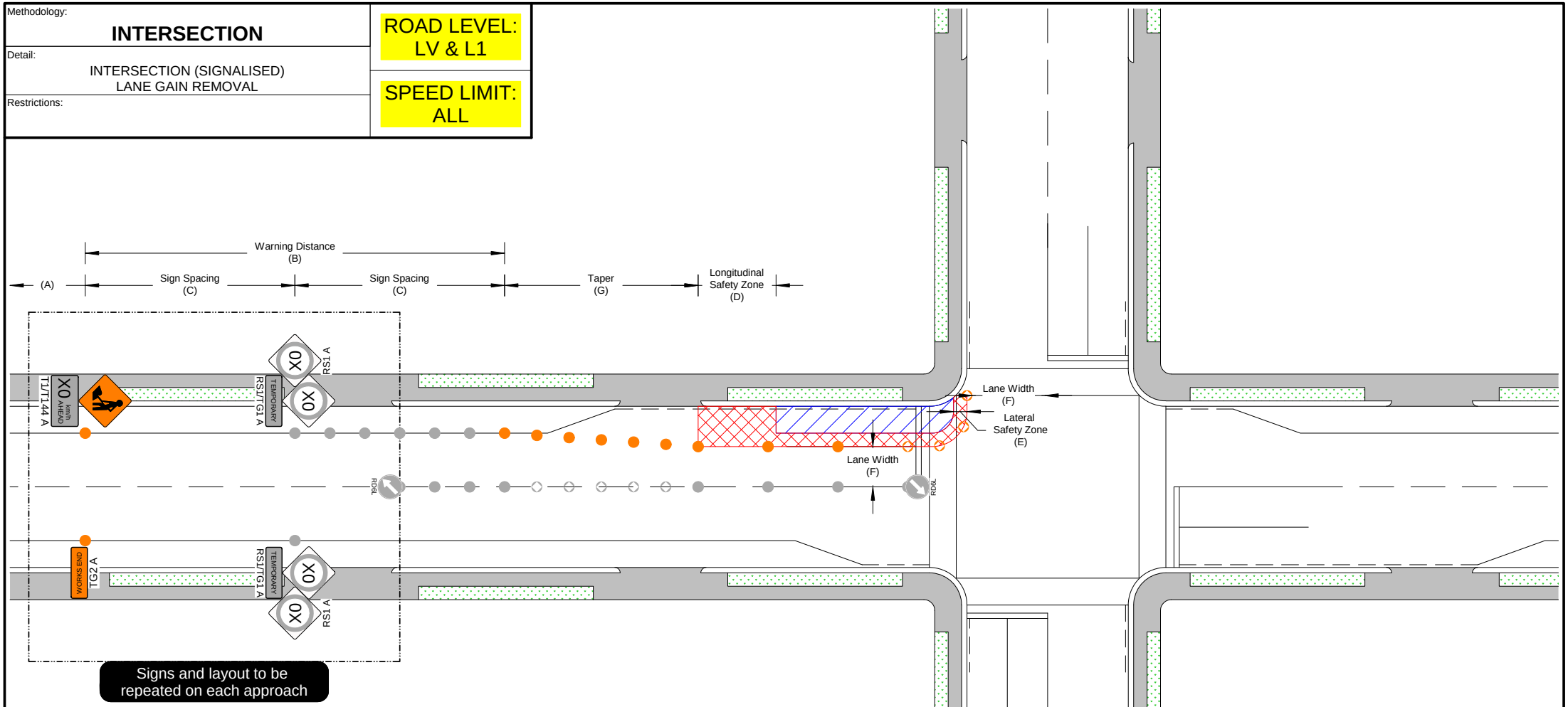
Detail:

INTERSECTION (SIGNALISED)
LANE GAIN REMOVAL

Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– STMS must ensure there are suitable swept paths available for larger vehicles, such as trucks and buses.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

– Side roads must be signed out to the appropriate road level Refer to UTMD 210 – 213.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

145A(L)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: SIGNALISED INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

INTERSECTION

Detail:

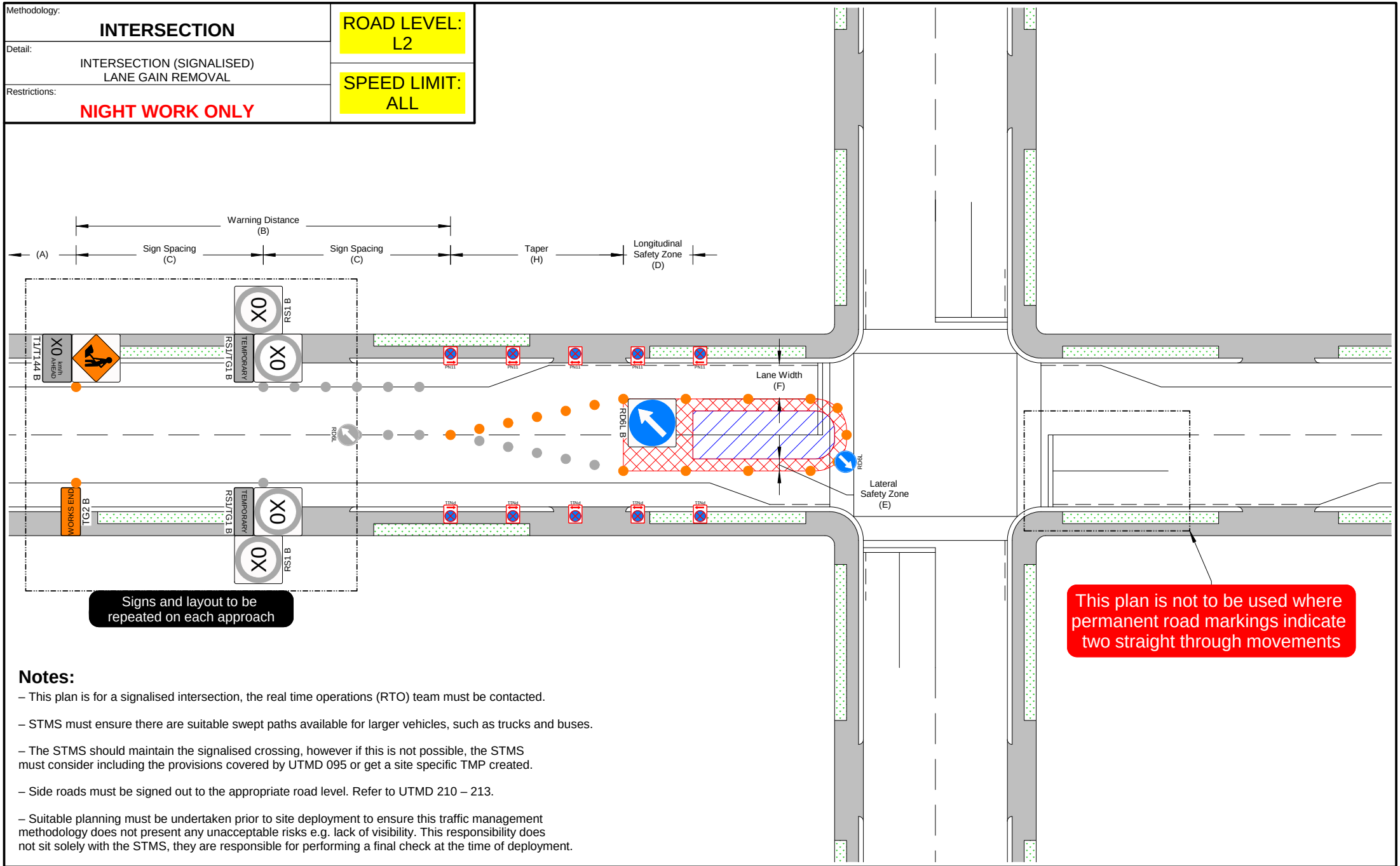
INTERSECTION (SIGNALISED)
LANE GAIN REMOVAL

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– STMS must ensure there are suitable swept paths available for larger vehicles, such as trucks and buses.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

– Side roads must be signed out to the appropriate road level. Refer to UTMD 210 – 213.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

145B(R)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: SIGNALISED INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

INTERSECTION

Detail:

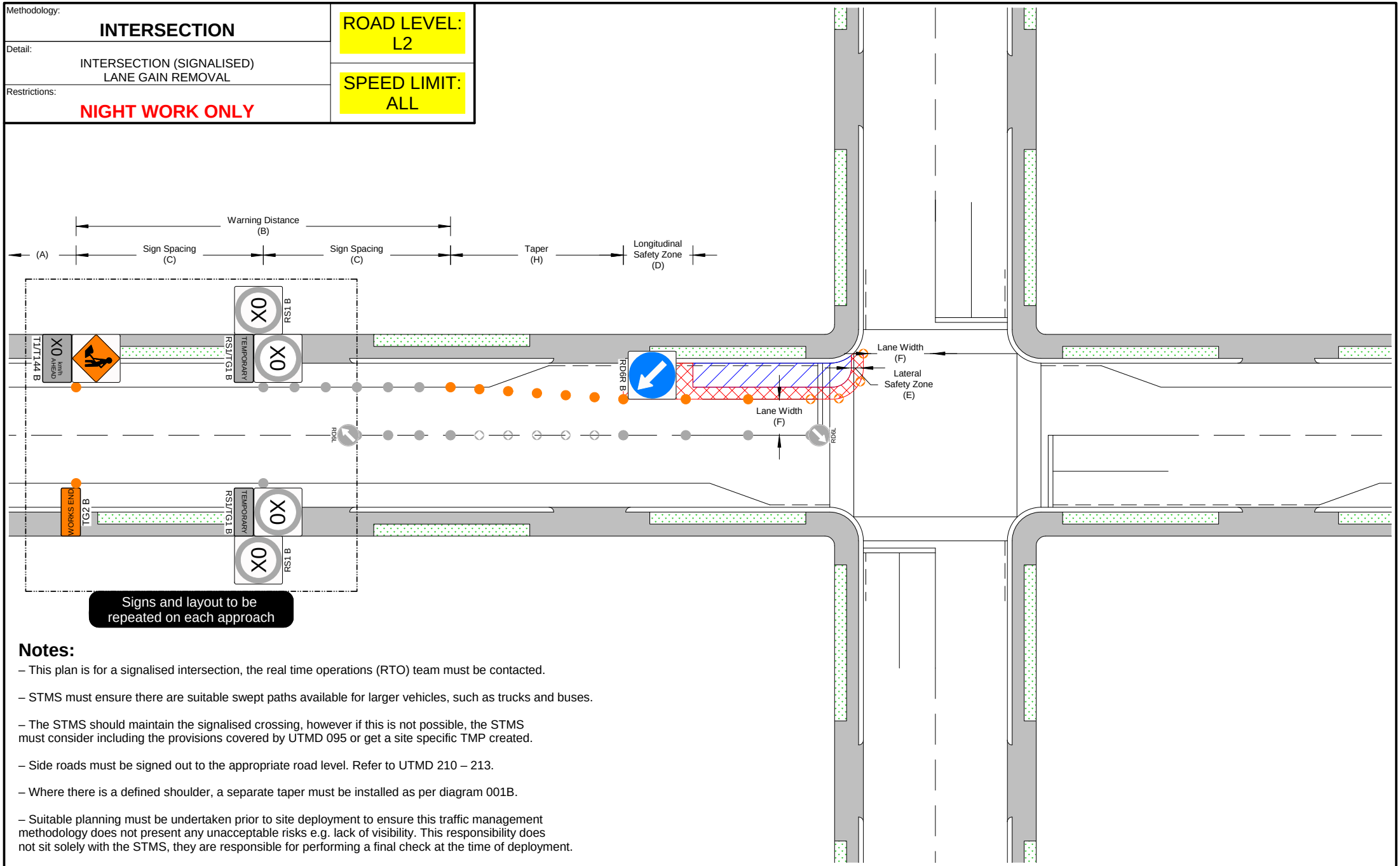
INTERSECTION (SIGNALISED)
LANE GAIN REMOVAL

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– STMS must ensure there are suitable swept paths available for larger vehicles, such as trucks and buses.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

– Side roads must be signed out to the appropriate road level. Refer to UTMD 210 – 213.

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference: **145B(L)**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: SIGNALISED INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

INTERSECTION

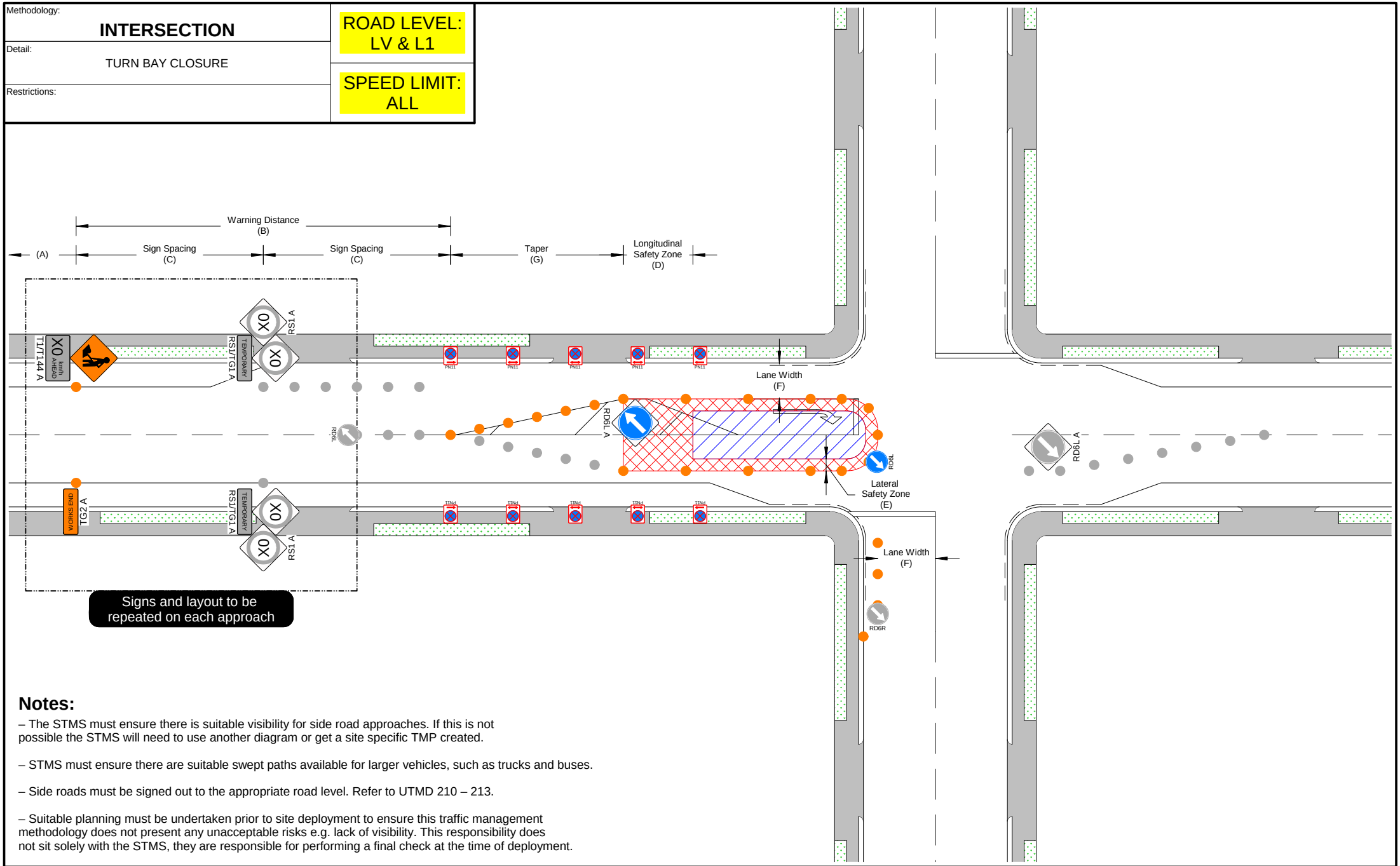
Detail:

TURN BAY CLOSURE

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– The STMS must ensure there is suitable visibility for side road approaches. If this is not possible the STMS will need to use another diagram or get a site specific TMP created.

– STMS must ensure there are suitable swept paths available for larger vehicles, such as trucks and buses.

– Side roads must be signed out to the appropriate road level. Refer to UTMD 210 – 213.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

146A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

INTERSECTION

Detail:

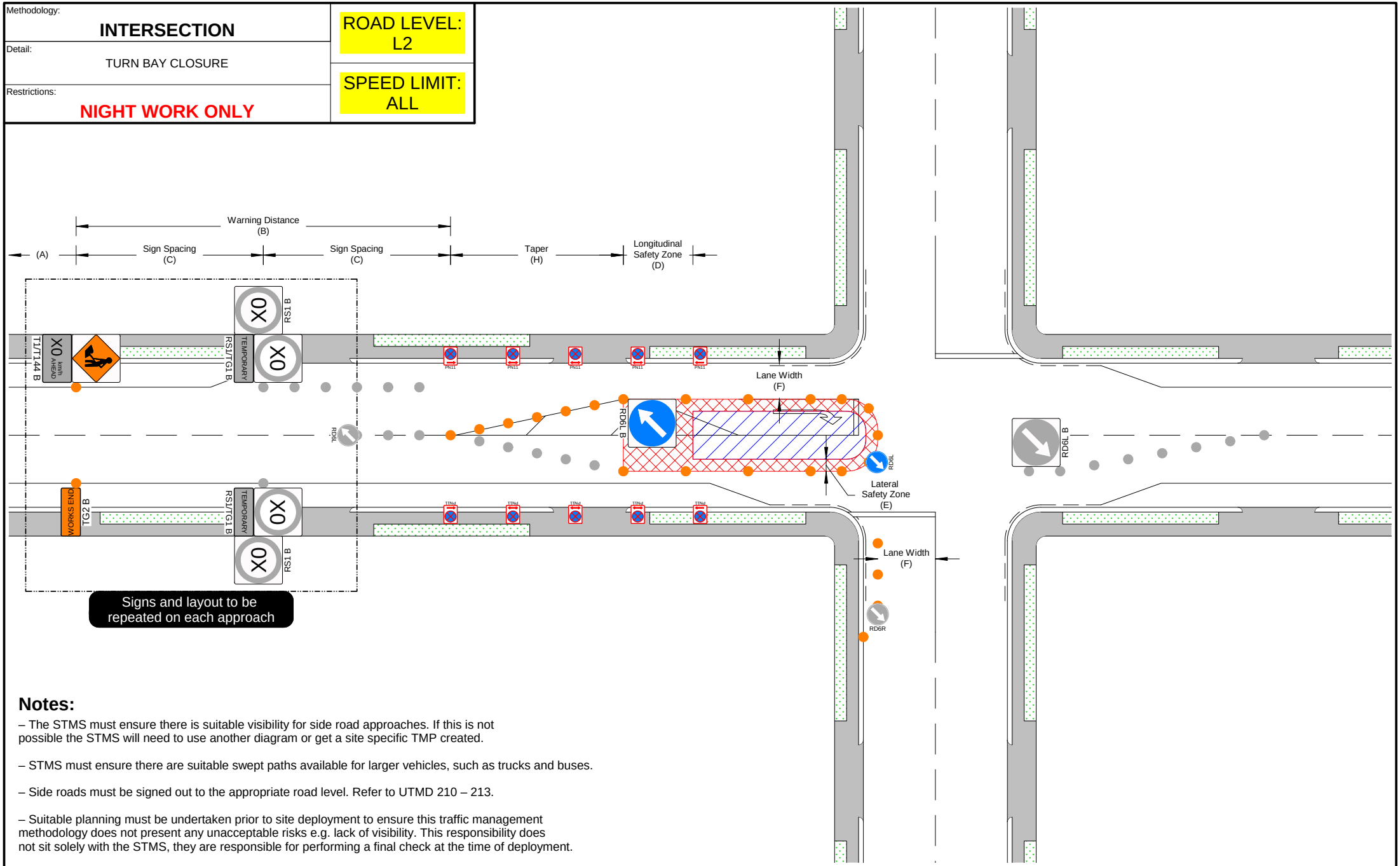
TURN BAY CLOSURE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– The STMS must ensure there is suitable visibility for side road approaches. If this is not possible the STMS will need to use another diagram or get a site specific TMP created.

– STMS must ensure there are suitable swept paths available for larger vehicles, such as trucks and buses.

– Side roads must be signed out to the appropriate road level. Refer to UTMD 210 – 213.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference: **146B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1	Date: JULY 2018	Submitted By:

Methodology:

MULTILANE INTERSECTION

Detail:

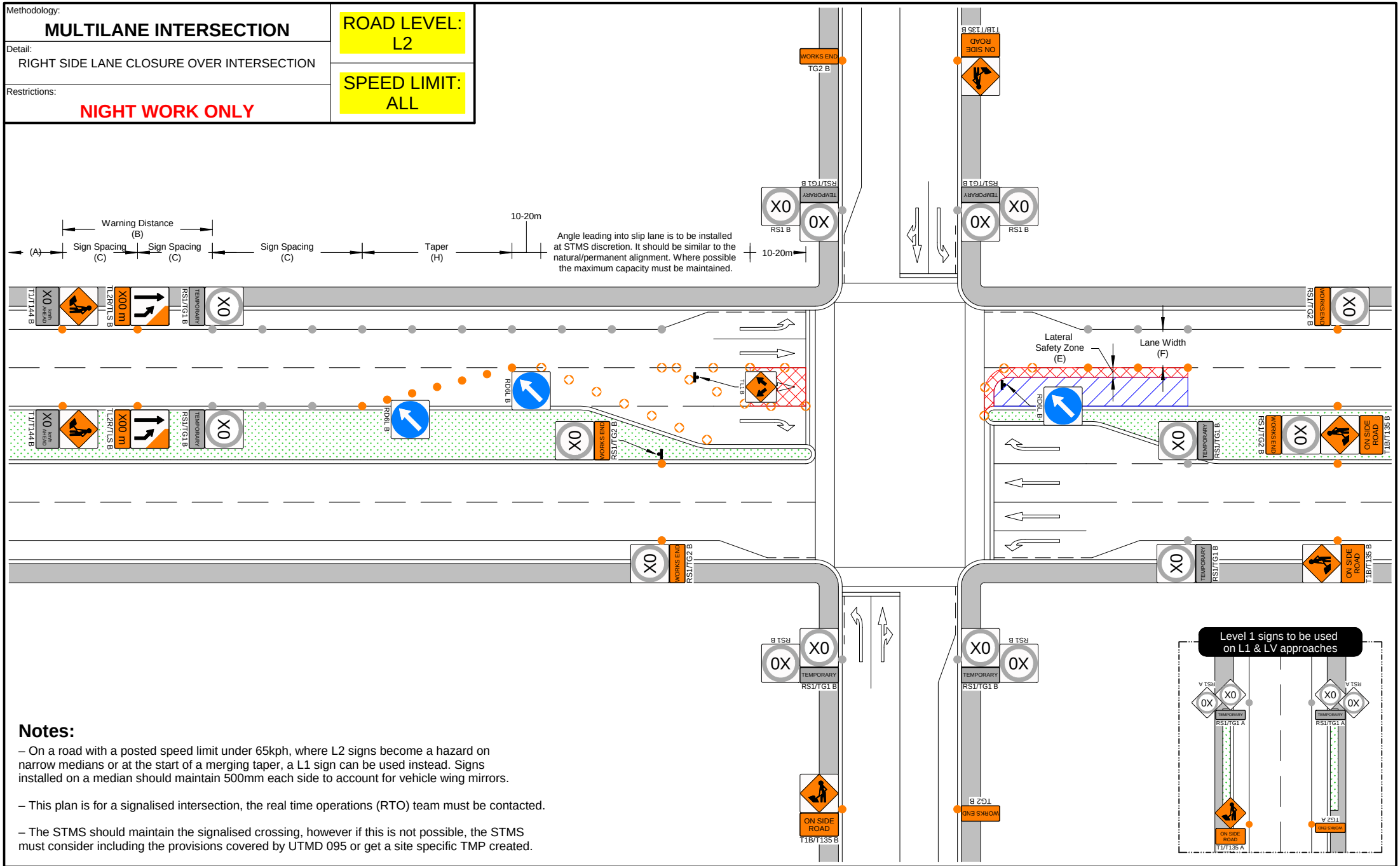
RIGHT SIDE LANE CLOSURE OVER INTERSECTION

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– On a road with a posted speed limit under 65kph, where L2 signs become a hazard on narrow medians or at the start of a merging taper, a L1 sign can be used instead. Signs installed on a median should maintain 500mm each side to account for vehicle wing mirrors.

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

UTMD Reference: **150B(R)**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: MULTILANE INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

MULTILANE INTERSECTION

Detail:

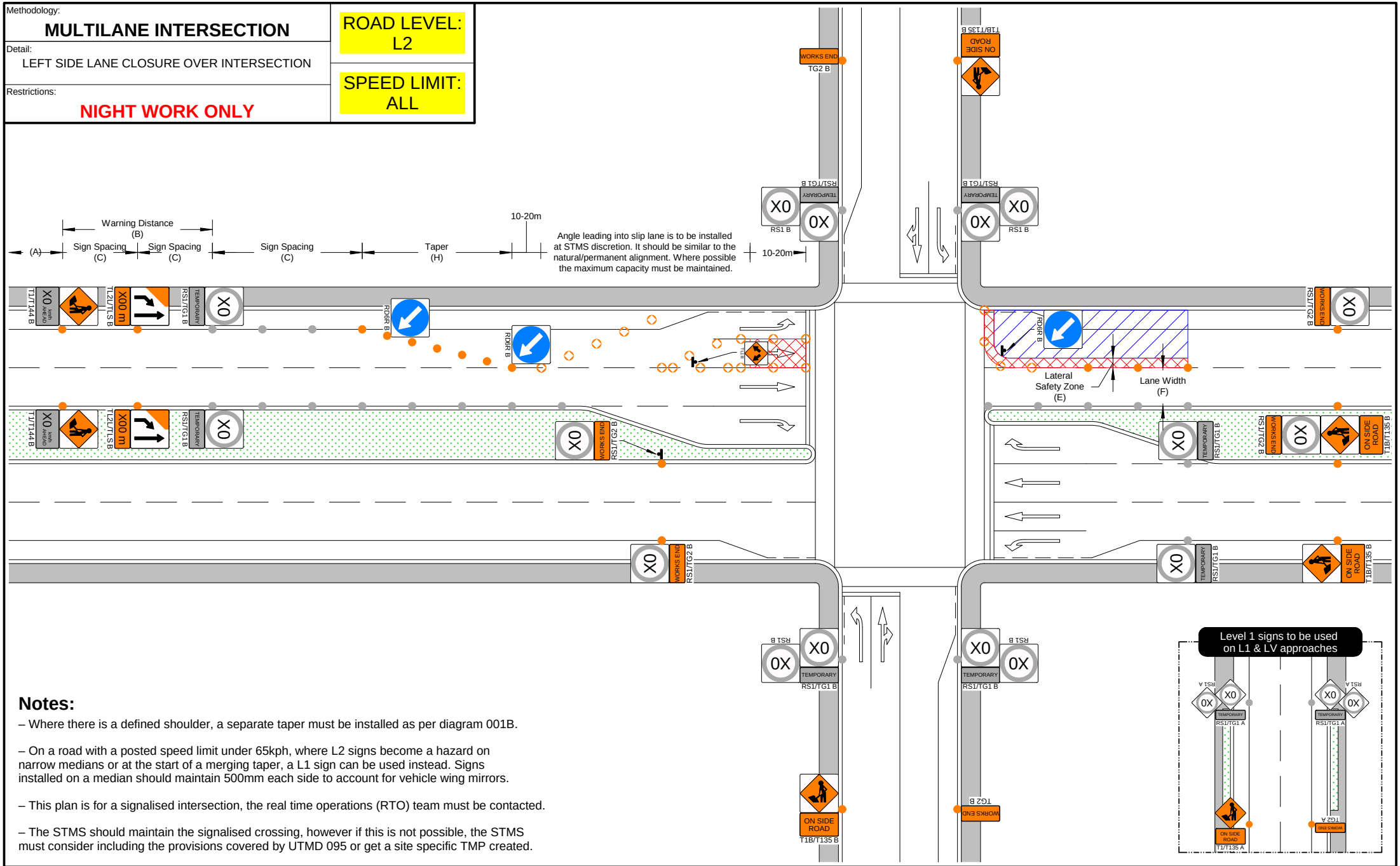
LEFT SIDE LANE CLOSURE OVER INTERSECTION

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– On a road with a posted speed limit under 65kph, where L2 signs become a hazard on narrow medians or at the start of a merging taper, a L1 sign can be used instead. Signs installed on a median should maintain 500mm each side to account for vehicle wing mirrors.

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

UTMD Reference: **150B(L)**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: MULTILANE INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

MULTILANE INTERSECTION

Detail:

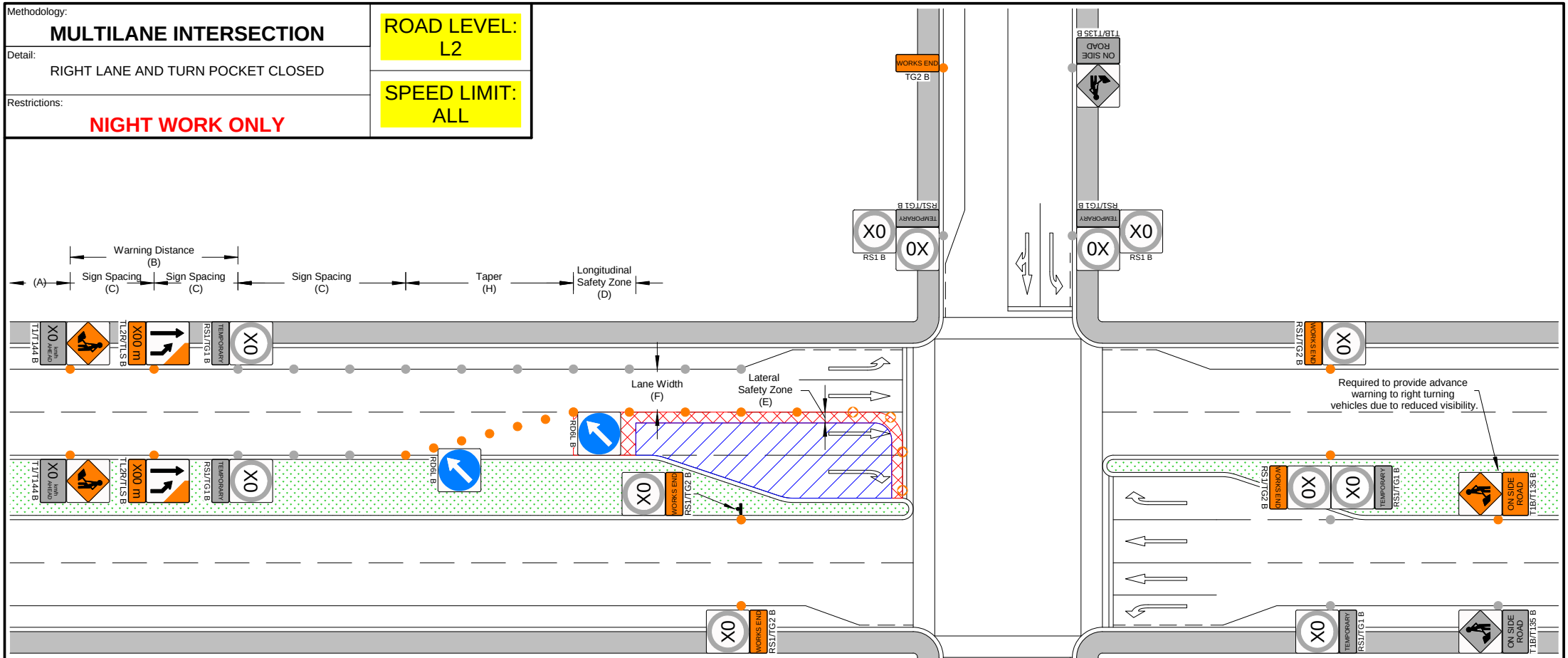
RIGHT LANE AND TURN POCKET CLOSED

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– On a road with a posted speed limit under 65kph, where L2 signs become a hazard on narrow medians or at the start of a merging taper, a L1 sign can be used instead. Signs installed on a median should maintain 500mm each side to account for vehicle wing mirrors.

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

– The right turn movement (which is impacted by the worksite) can be banned at STMS discretion by installing an RD1R sign – this will require additional communication with the RTO team and will require any dedicated right turn aspects (that conflict with the RD1R) to be coveded.

– Greyed T1 signs are only to be installed when a TSL is installed.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

151B(R)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

MULTILANE INTERSECTION

Detail:

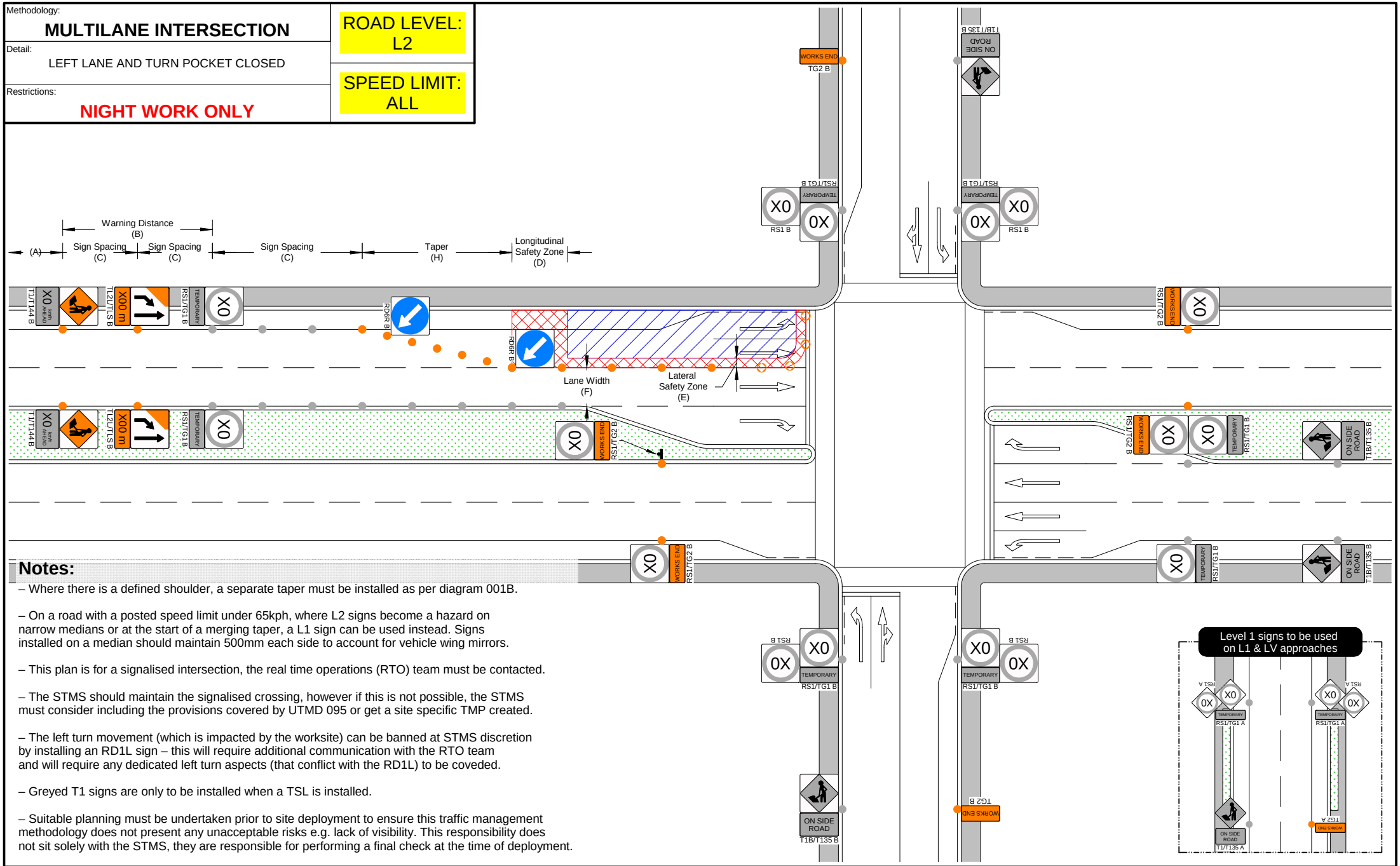
LEFT LANE AND TURN POCKET CLOSED

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– On a road with a posted speed limit under 65kph, where L2 signs become a hazard on narrow medians or at the start of a merging taper, a L1 sign can be used instead. Signs installed on a median should maintain 500mm each side to account for vehicle wing mirrors.

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

– The left turn movement (which is impacted by the worksite) can be banned at STMS discretion by installing an RD1L sign – this will require additional communication with the RTO team and will require any dedicated left turn aspects (that conflict with the RD1L) to be coveded.

– Greyed T1 signs are only to be installed when a TSL is installed.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

151B(L)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

MULTILANE INTERSECTION

Detail:

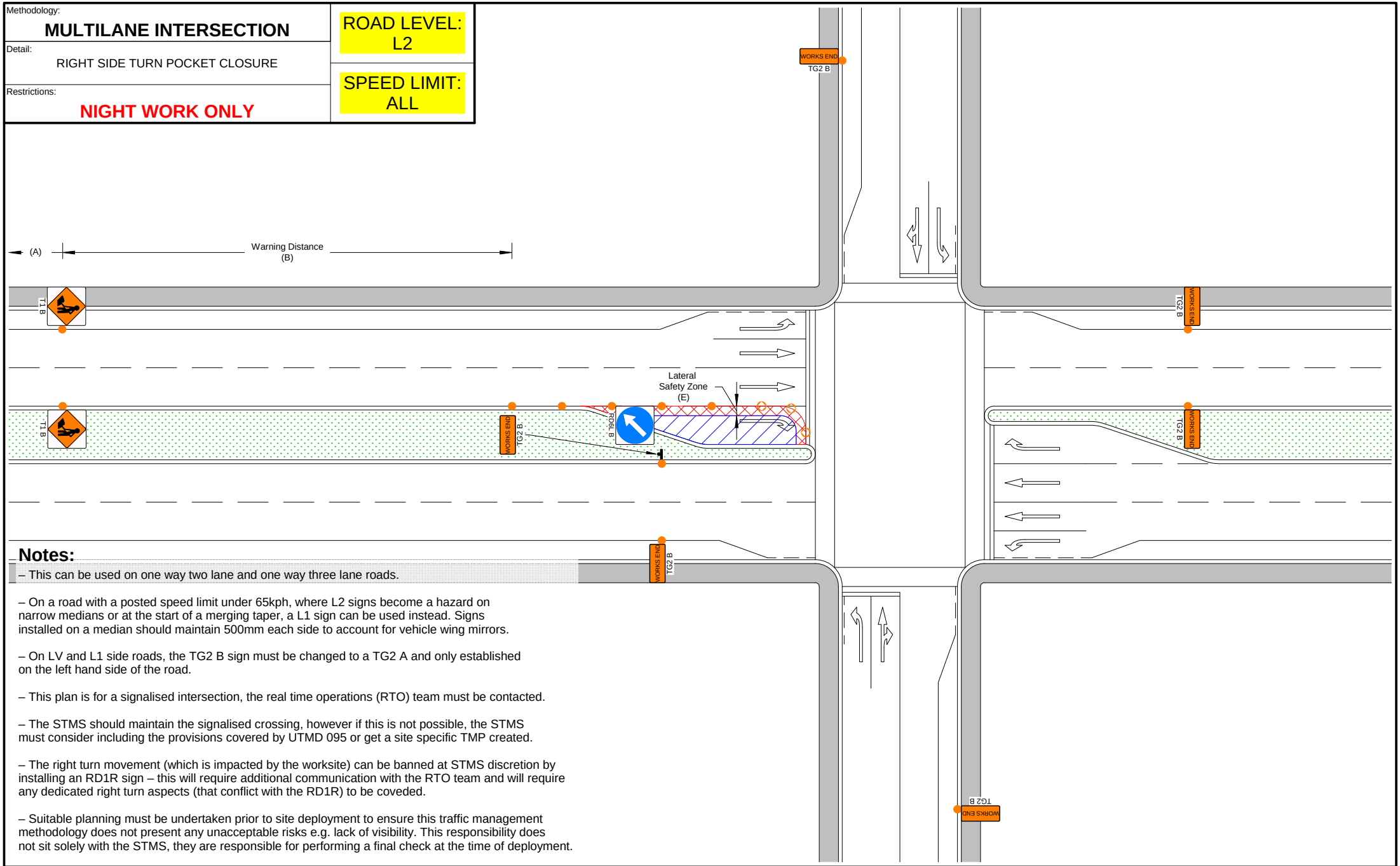
RIGHT SIDE TURN POCKET CLOSURE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This can be used on one way two lane and one way three lane roads.

– On a road with a posted speed limit under 65kph, where L2 signs become a hazard on narrow medians or at the start of a merging taper, a L1 sign can be used instead. Signs installed on a median should maintain 500mm each side to account for vehicle wing mirrors.

– On LV and L1 side roads, the TG2 B sign must be changed to a TG2 A and only established on the left hand side of the road.

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

– The right turn movement (which is impacted by the worksite) can be banned at STMS discretion by installing an RD1R sign – this will require additional communication with the RTO team and will require any dedicated right turn aspects (that conflict with the RD1R) to be coveded.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

152B(R)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

MULTILANE INTERSECTION

Detail:

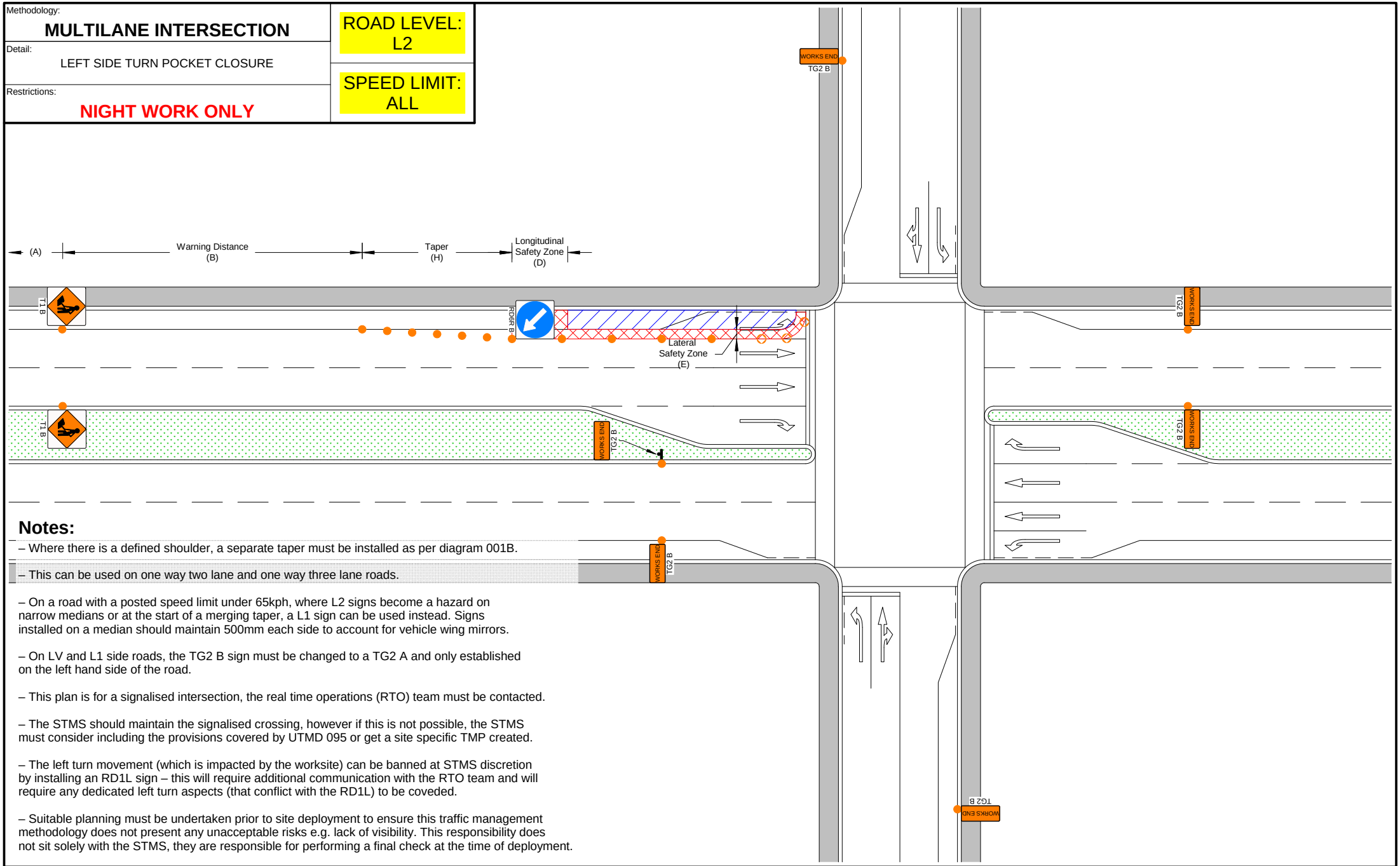
LEFT SIDE TURN POCKET CLOSURE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– This can be used on one way two lane and one way three lane roads.

– On a road with a posted speed limit under 65kph, where L2 signs become a hazard on narrow medians or at the start of a merging taper, a L1 sign can be used instead. Signs installed on a median should maintain 500mm each side to account for vehicle wing mirrors.

– On LV and L1 side roads, the TG2 B sign must be changed to a TG2 A and only established on the left hand side of the road.

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

– The left turn movement (which is impacted by the worksite) can be banned at STMS discretion by installing an RD1L sign – this will require additional communication with the RTO team and will require any dedicated left turn aspects (that conflict with the RD1L) to be coveded.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

152B(L)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

MULTILANE INTERSECTION

Detail:

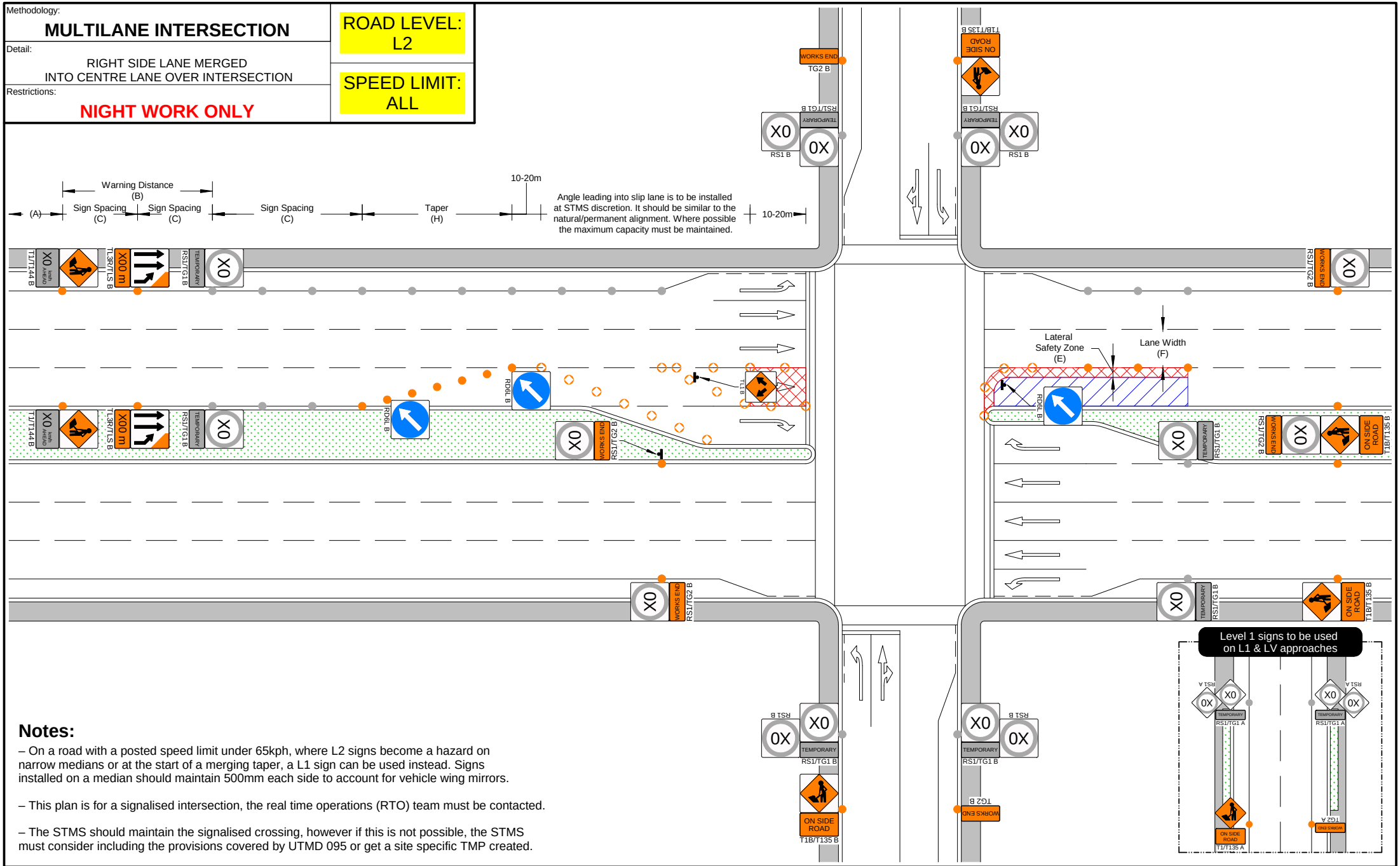
RIGHT SIDE LANE MERGED
INTO CENTRE LANE OVER INTERSECTION

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– On a road with a posted speed limit under 65kph, where L2 signs become a hazard on narrow medians or at the start of a merging taper, a L1 sign can be used instead. Signs installed on a median should maintain 500mm each side to account for vehicle wing mirrors.

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

UTMD Reference: **153B(R)**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: MULTILANE INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

MULTILANE INTERSECTION

Detail:

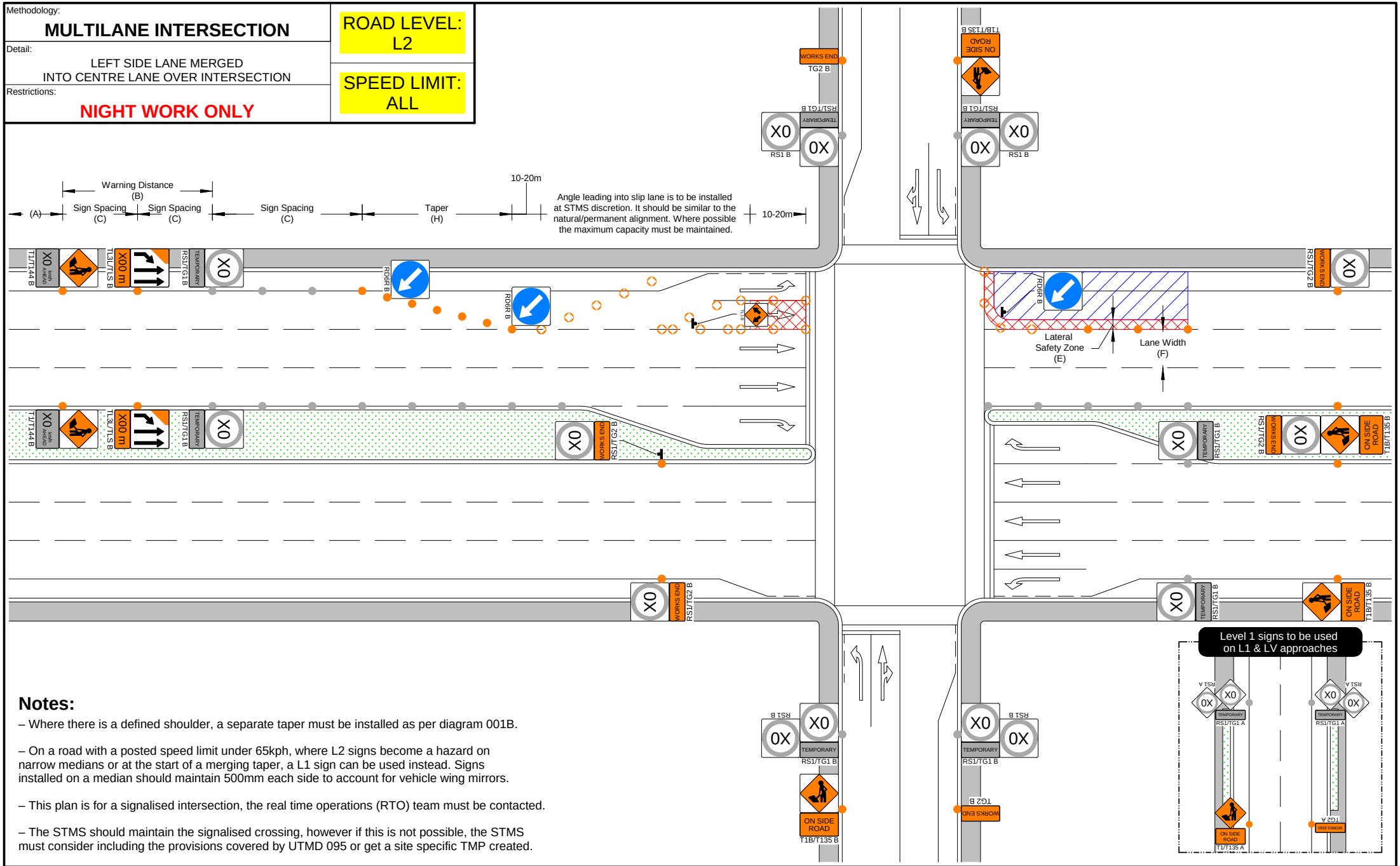
LEFT SIDE LANE MERGED
INTO CENTRE LANE OVER INTERSECTION

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– On a road with a posted speed limit under 65kph, where L2 signs become a hazard on narrow medians or at the start of a merging taper, a L1 sign can be used instead. Signs installed on a median should maintain 500mm each side to account for vehicle wing mirrors.

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

UTMD Reference:

153B(L)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

MULTILANE INTERSECTION

Detail:

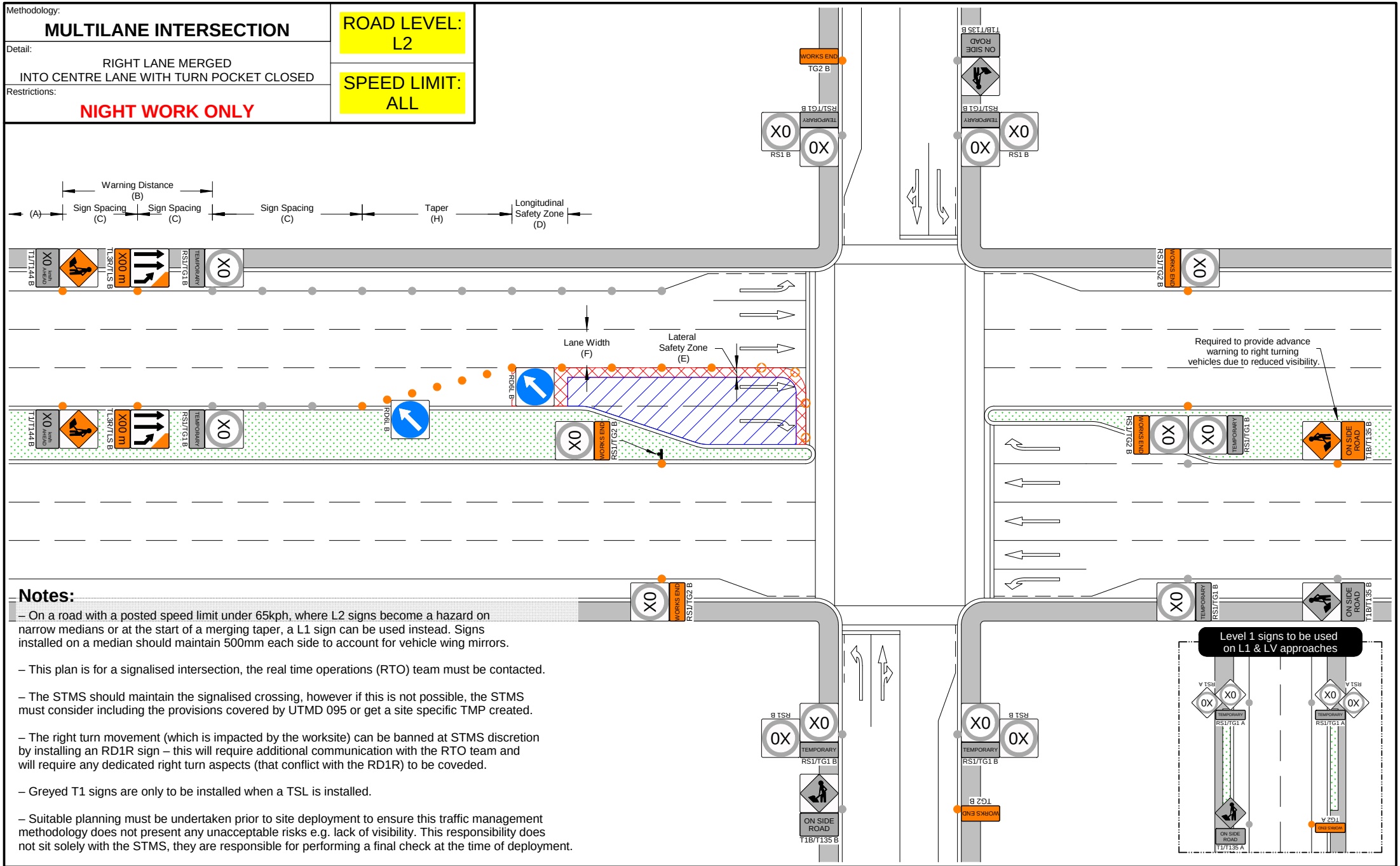
RIGHT LANE MERGED
INTO CENTRE LANE WITH TURN POCKET CLOSED

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– On a road with a posted speed limit under 65kph, where L2 signs become a hazard on narrow medians or at the start of a merging taper, a L1 sign can be used instead. Signs installed on a median should maintain 500mm each side to account for vehicle wing mirrors.

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

– The right turn movement (which is impacted by the worksite) can be banned at STMS discretion by installing an RD1R sign – this will require additional communication with the RTO team and will require any dedicated right turn aspects (that conflict with the RD1R) to be coveded.

– Greyed T1 signs are only to be installed when a TSL is installed.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

154B(R)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

MULTILANE INTERSECTION

Detail:

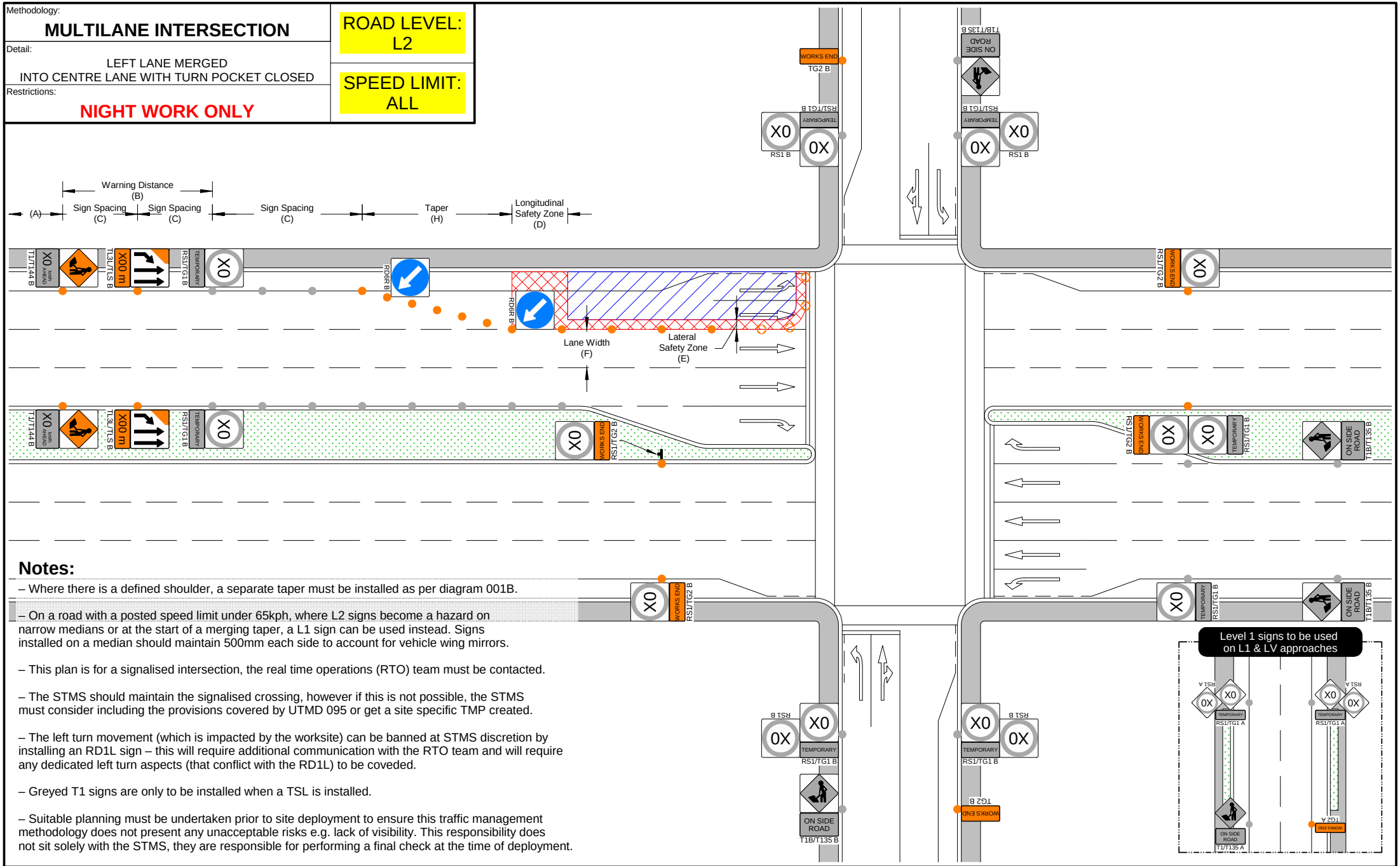
LEFT LANE MERGED
INTO CENTRE LANE WITH TURN POCKET CLOSED

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– On a road with a posted speed limit under 65kph, where L2 signs become a hazard on narrow medians or at the start of a merging taper, a L1 sign can be used instead. Signs installed on a median should maintain 500mm each side to account for vehicle wing mirrors.

– This plan is for a signalised intersection, the real time operations (RTO) team must be contacted.

– The STMS should maintain the signalised crossing, however if this is not possible, the STMS must consider including the provisions covered by UTMD 095 or get a site specific TMP created.

– The left turn movement (which is impacted by the worksite) can be banned at STMS discretion by installing an RD1L sign – this will require additional communication with the RTO team and will require any dedicated left turn aspects (that conflict with the RD1L) to be coveded.

– Greyed T1 signs are only to be installed when a TSL is installed.

– Suitable planning must be undertaken prior to site deployment to ensure this traffic management methodology does not present any unacceptable risks e.g. lack of visibility. This responsibility does not sit solely with the STMS, they are responsible for performing a final check at the time of deployment.

UTMD Reference:

154B(L)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

ROUNDABOUT

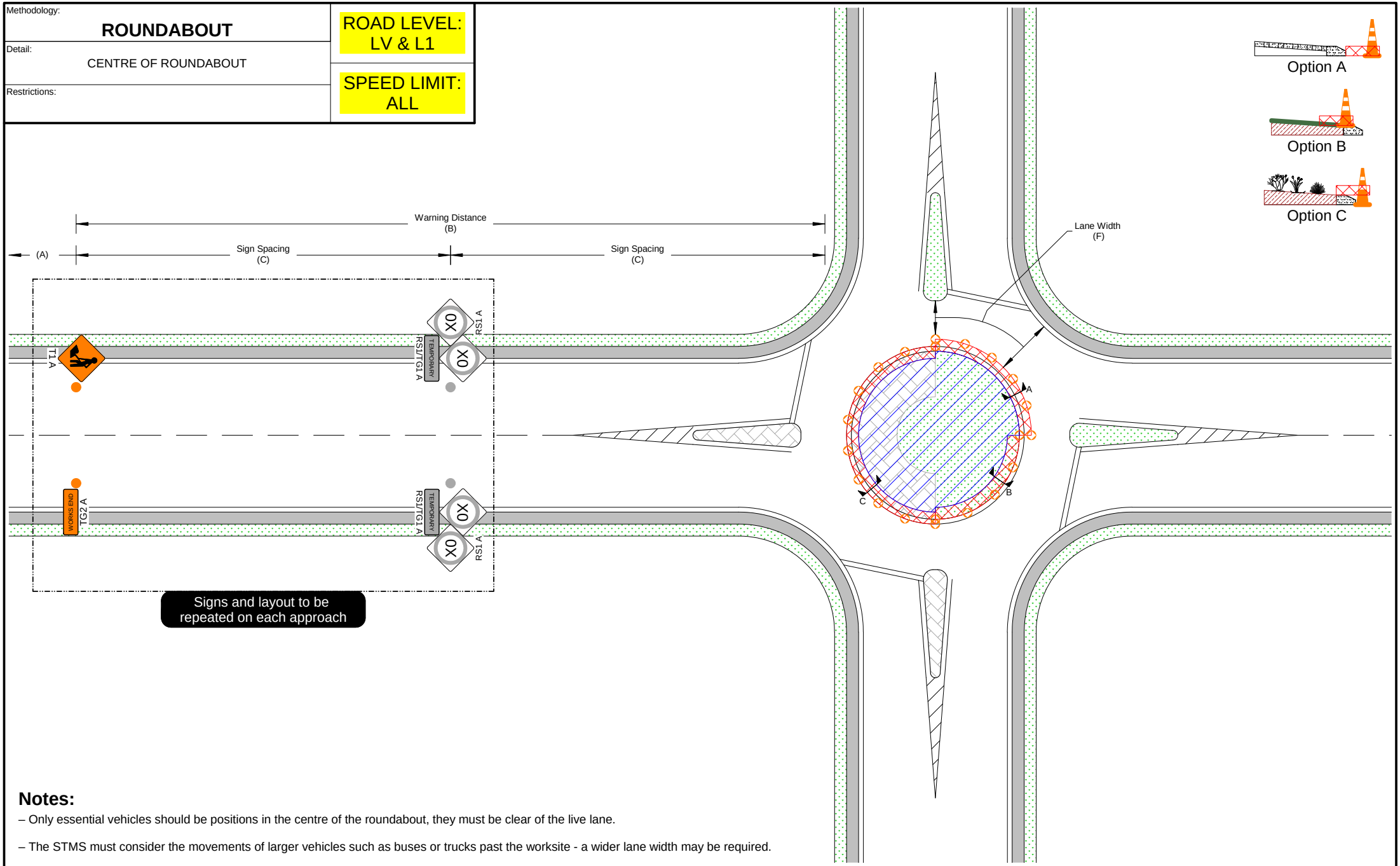
Detail:

CENTRE OF ROUNDABOUT

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Signs and layout to be repeated on each approach

Notes:

– Only essential vehicles should be positions in the centre of the roundabout, they must be clear of the live lane.

– The STMS must consider the movements of larger vehicles such as buses or trucks past the worksite - a wider lane width may be required.

UTMD Reference: **160A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ROUNDABOUT	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

ROUNDABOUT

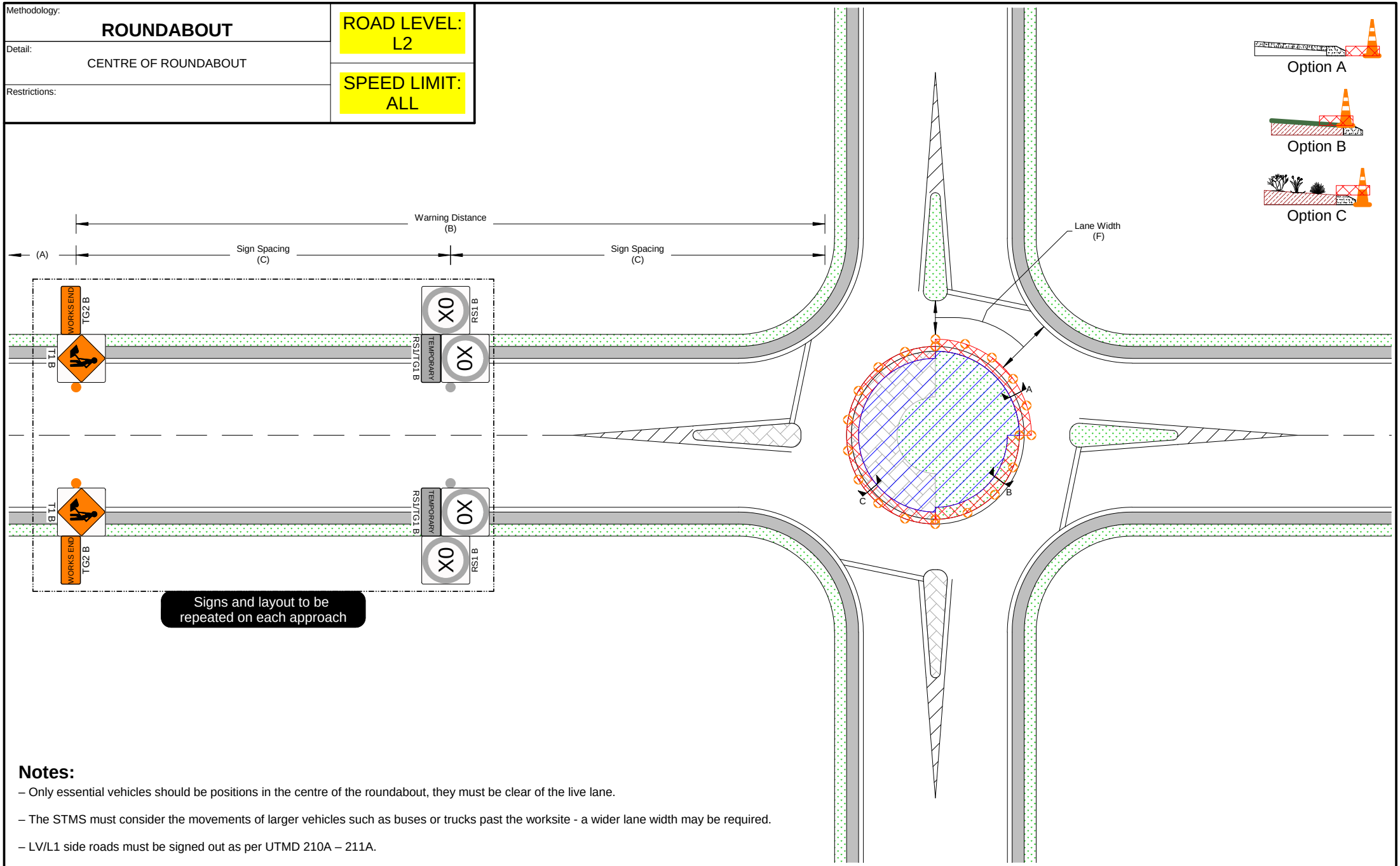
Detail:

CENTRE OF ROUNDABOUT

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Only essential vehicles should be positions in the centre of the roundabout, they must be clear of the live lane.

– The STMS must consider the movements of larger vehicles such as buses or trucks past the worksite - a wider lane width may be required.

– LV/L1 side roads must be signed out as per UTMD 210A – 211A.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
160B	Christchurch Transport Operations Centre		ROUNDABOUT	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

ROUNDABOUT

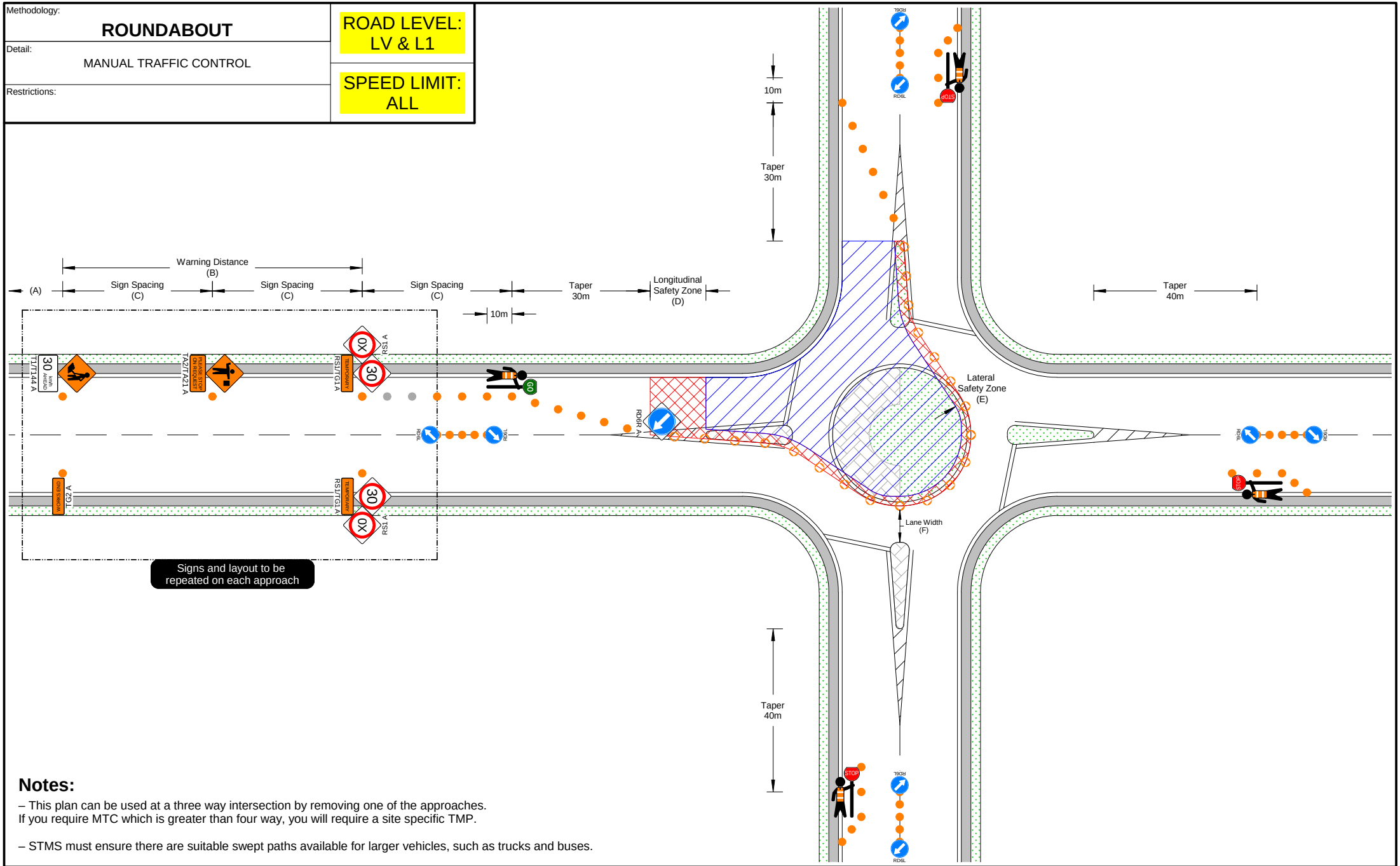
Detail:

MANUAL TRAFFIC CONTROL

Restrictions:

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– This plan can be used at a three way intersection by removing one of the approaches.
If you require MTC which is greater than four way, you will require a site specific TMP.

– STMS must ensure there are suitable swept paths available for larger vehicles, such as trucks and buses.

UTMD Reference: **161A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ROUNDABOUT	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

ROUNDABOUT

Detail:

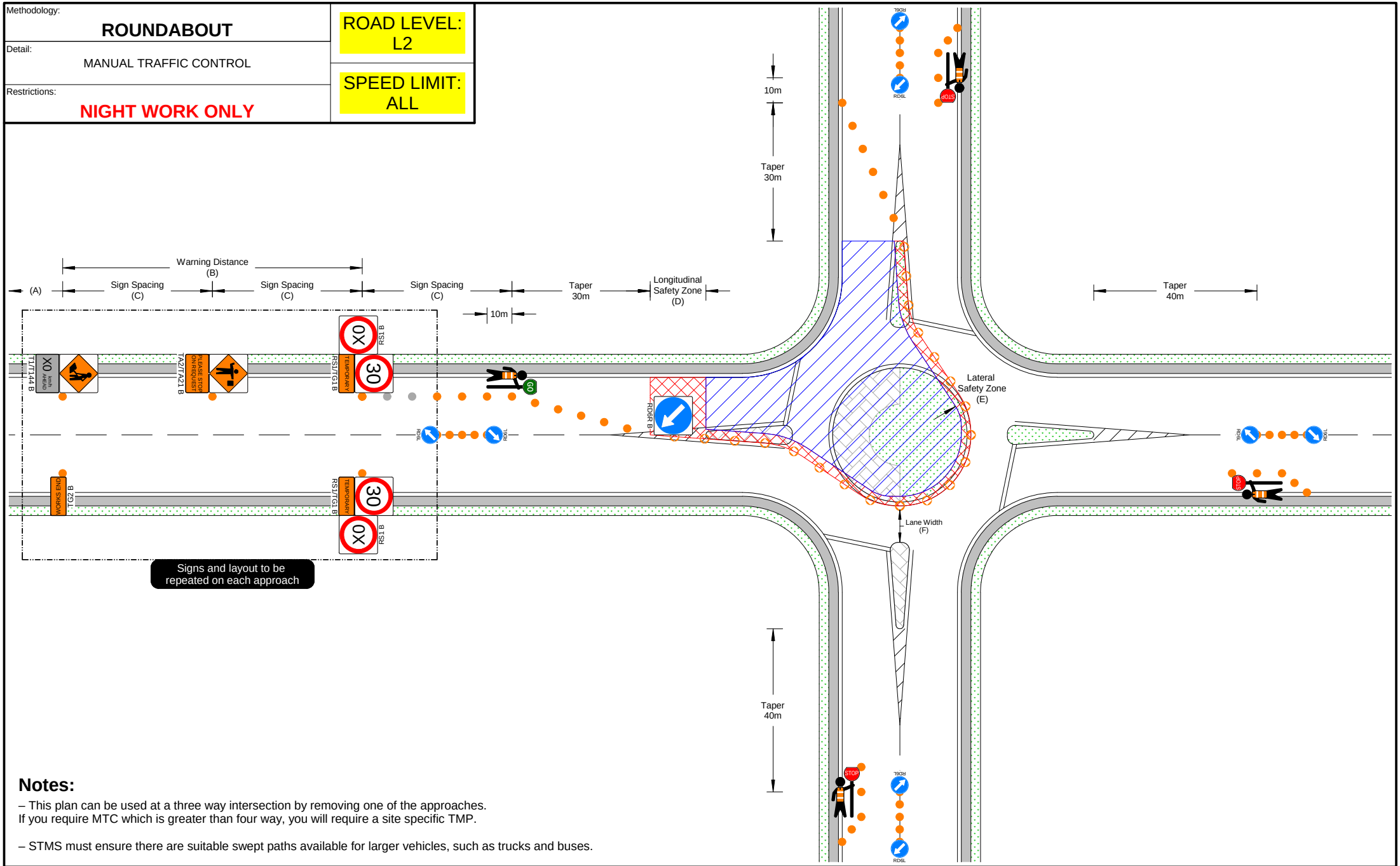
MANUAL TRAFFIC CONTROL

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This plan can be used at a three way intersection by removing one of the approaches.
If you require MTC which is greater than four way, you will require a site specific TMP.

– STMS must ensure there are suitable swept paths available for larger vehicles, such as trucks and buses.

UTMD Reference: **161B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ROUNDABOUT	Operation: STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

ROUNDABOUT

Detail:

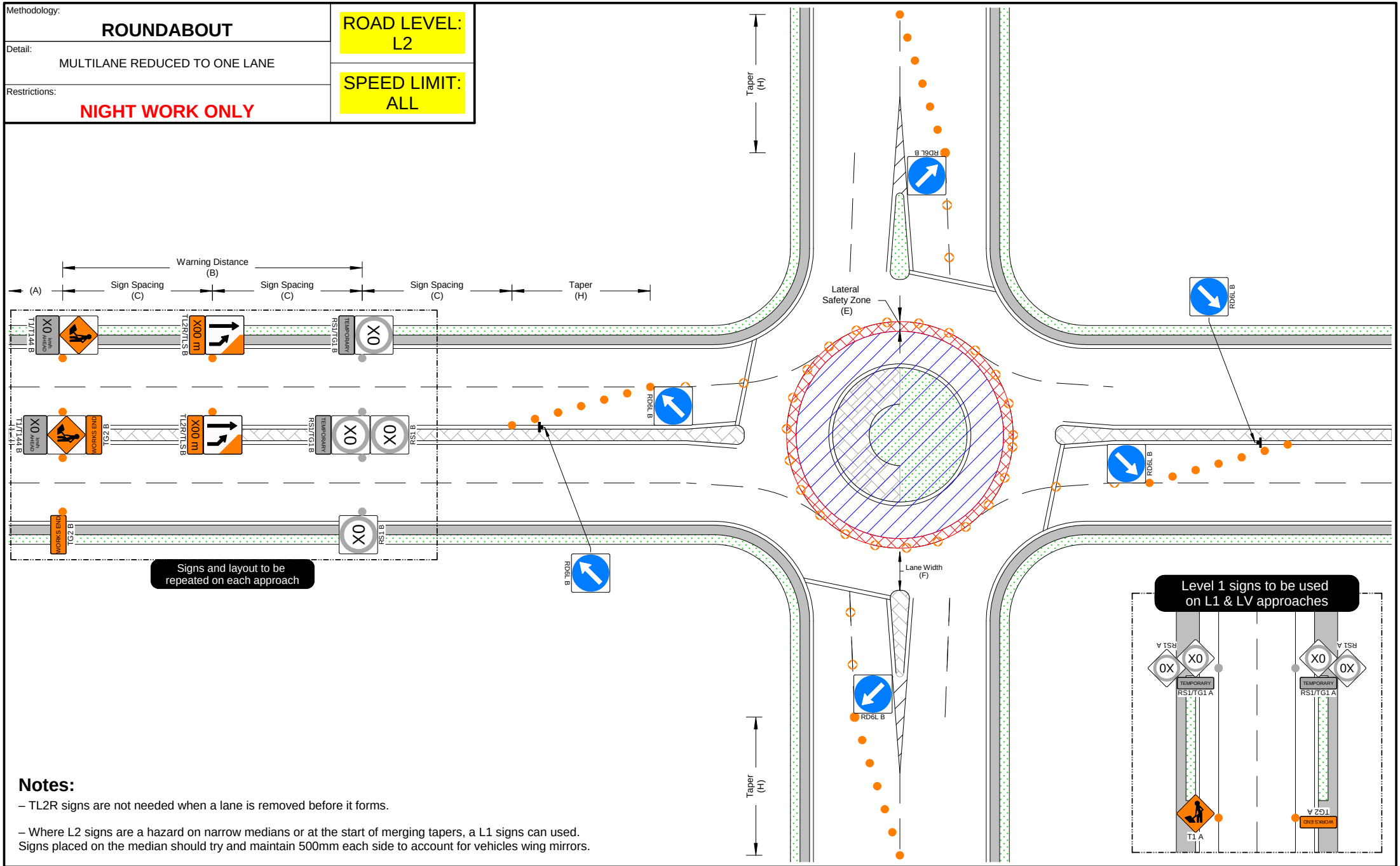
MULTILANE REDUCED TO ONE LANE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– TL2R signs are not needed when a lane is removed before it forms.

– Where L2 signs are a hazard on narrow medians or at the start of merging tapers, a L1 signs can used.
Signs placed on the median should try and maintain 500mm each side to account for vehicles wing mirrors.

UTMD Reference: **162B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: MULTILANE ROUNDABOUT	Operation: STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

LANE SHIFT

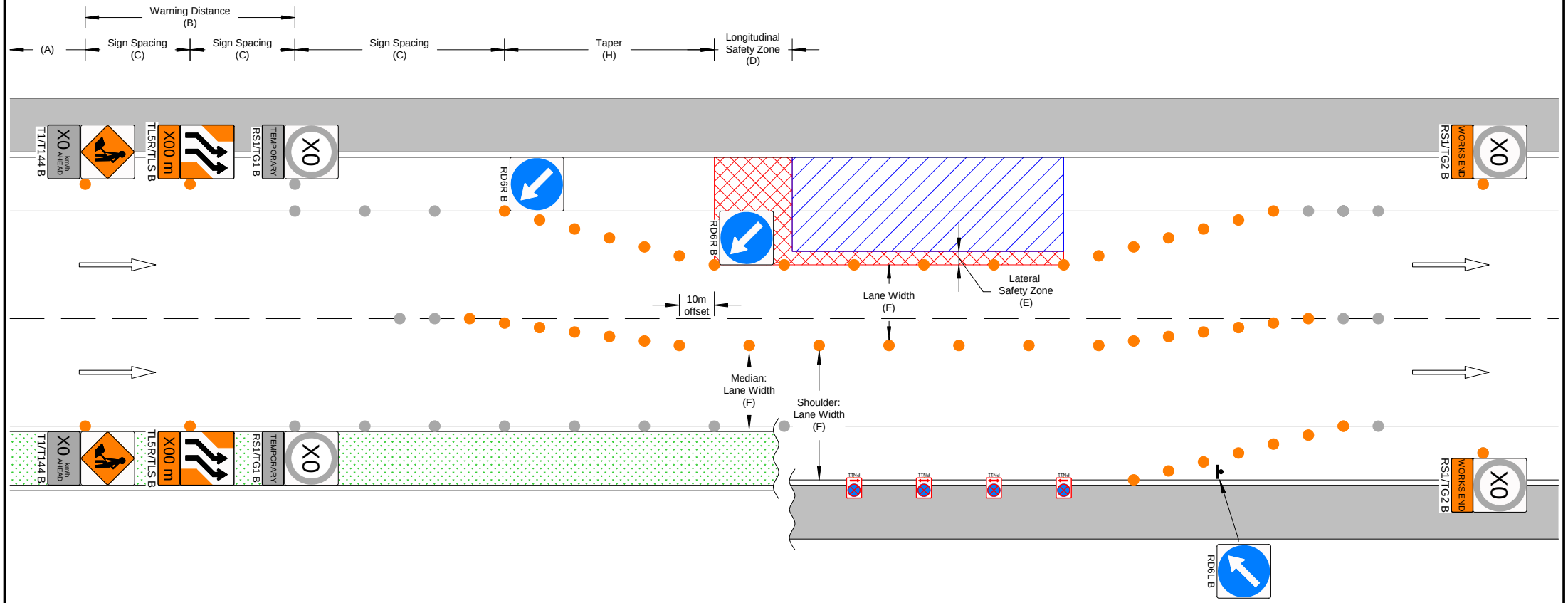
Detail:

SHIFTED RIGHT

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– This plan is not designed to be used through an intersection. If you are looking to work at an intersection you may need to select another UTMD or get a site specific TMP created.

– The site should be kept a short as safely possible, this is to reduce the number of road users trapped either side of the worksite, which can result in crossing conflict at the end of the worksite.

UTMD Reference:

170B(R)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: ONE WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

LANE SHIFT

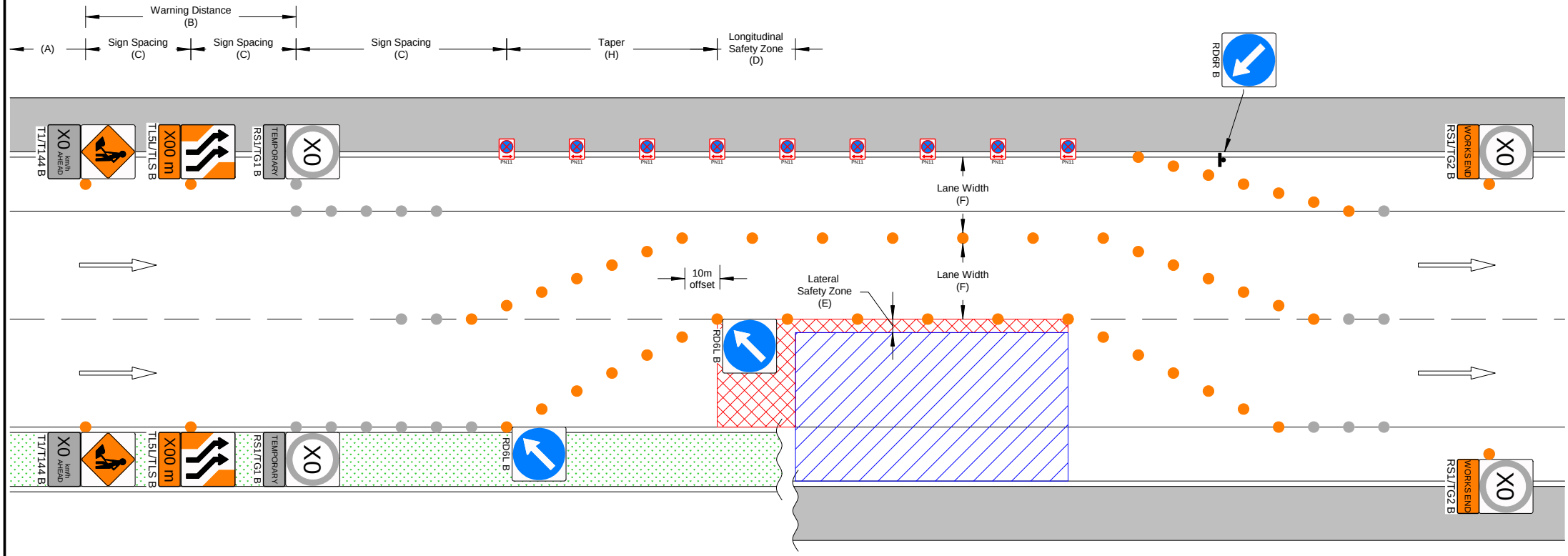
Detail:

SHIFTED LEFT

Restrictions:

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– This plan is not designed to be used through an intersection. If you are looking to work at an intersection you may need to select another UTMD or get a site specific TMP created.

– The site should be kept a short as safely possible, this is to reduce the number of road users trapped either side of the worksite, which can result in crossing conflict at the end of the worksite.

UTMD Reference:

170B(L)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

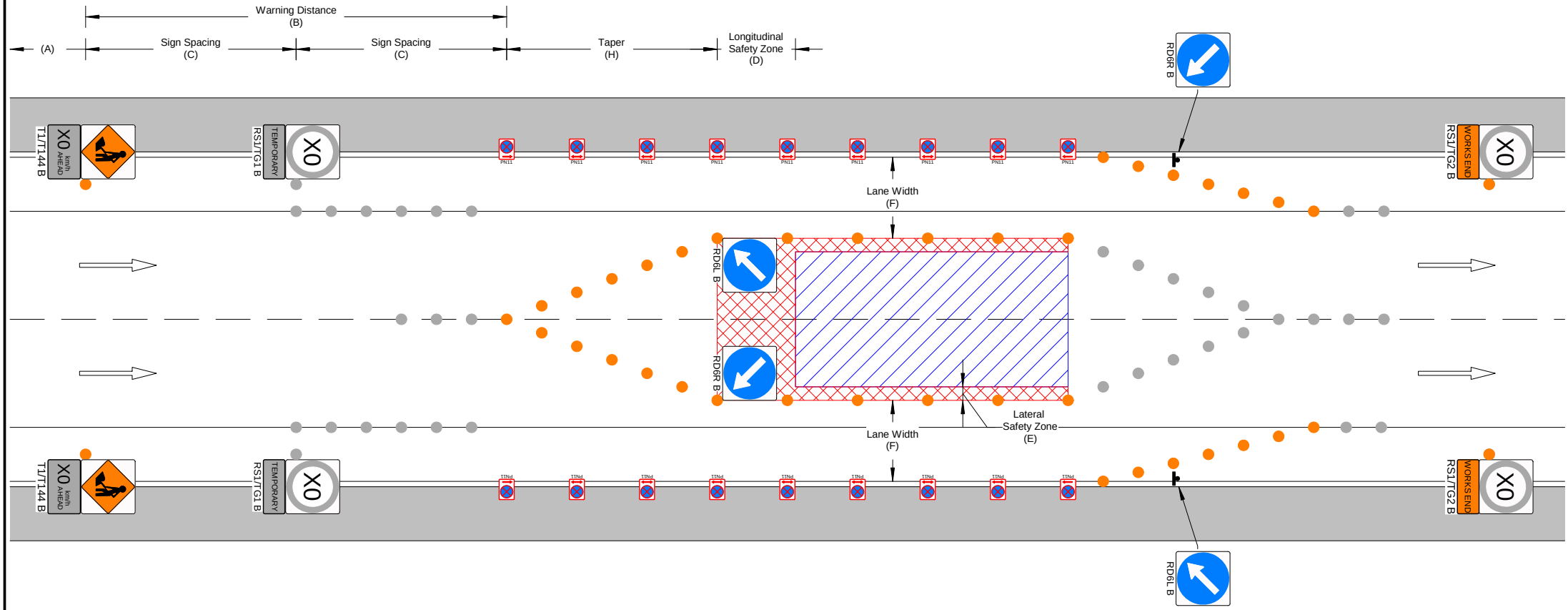
Date: JULY 2018

Road: ONE WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:	ROAD LEVEL: L2
LANE SHIFT	
Detail: CENTRE OF ROAD	SPEED LIMIT: ALL
Restrictions:	



Notes:

– This plan is not designed to be used through an intersection. If you are looking to work at an intersection you may need to select another UTMD or get a site specific TMP created.

– The site should be kept a short as safely possible, this is to reduce the number of road users trapped either side of the worksite, which can result in crossing conflict at the end of the worksite.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	Operation:
171B	Christchurch Transport Operations Centre	Version: 1	Date: JULY 2018	ONE WAY TWO LANE	STATIC
				Submitted By:	

Methodology:

LANE CLOSURE

Detail:

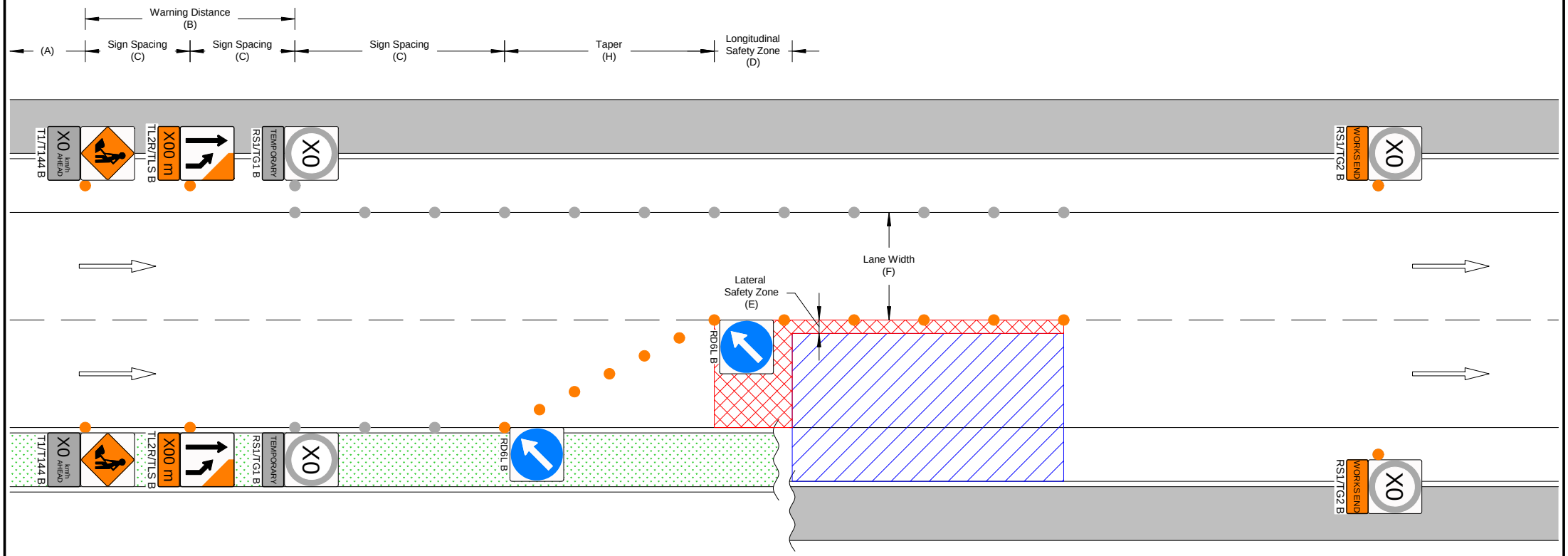
RIGHT LANE CLOSURE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– This plan is not designed to be used through an intersection. If you are looking to work at an intersection you may need to select another UTMD or get a site specific TMP created.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
180B(R)	Christchurch Transport Operations Centre	Version: 1	ONE WAY TWO LANE	STATIC
		Date: JULY 2018	Submitted By:	

Methodology:

LANE CLOSURE

Detail:

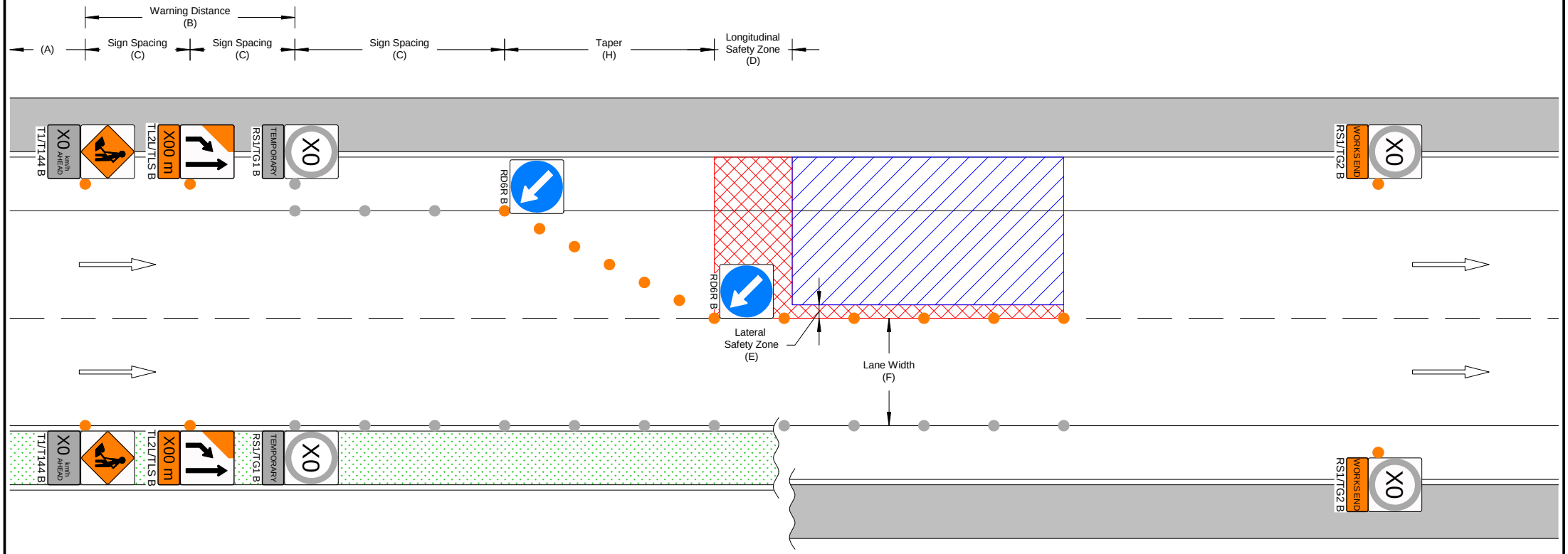
LEFT LANE CLOSURE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– This plan is not designed to be used through an intersection. If you are looking to work at an intersection you may need to select another UTMD or get a site specific TMP created.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
180B(L)	Christchurch Transport Operations Centre	Version: 1	Date: JULY 2018	Submitted By:

Methodology:

LANE CLOSURE

Detail:

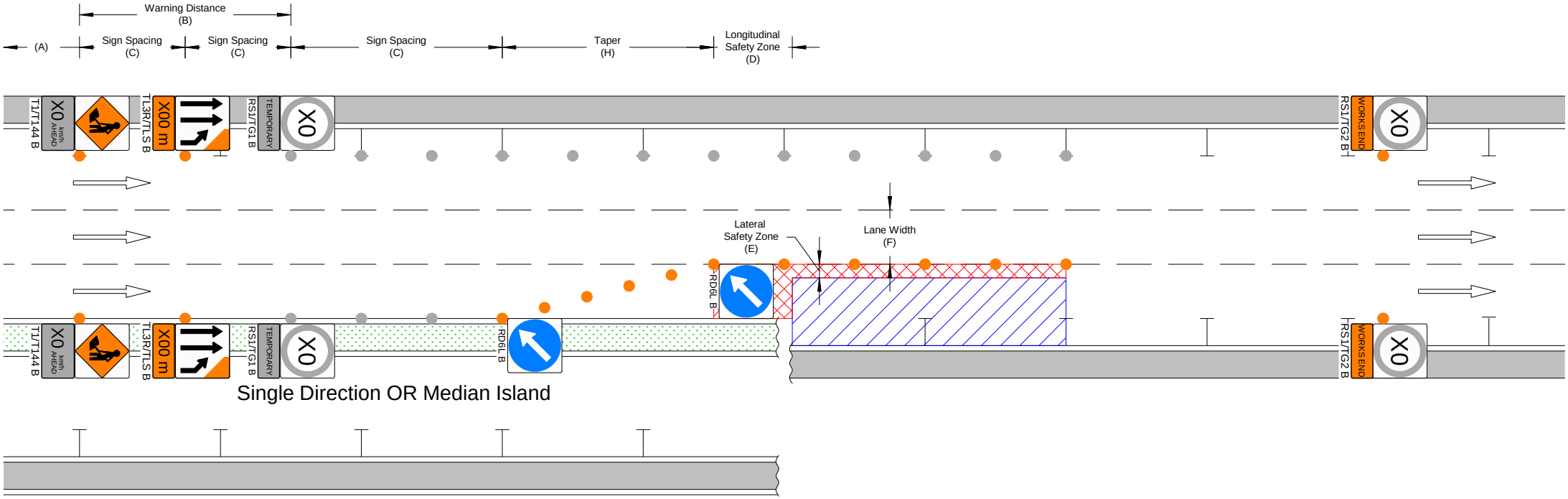
RIGHT LANE INTO CENTRE LANE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Single Direction OR Median Island

Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– When a TSL is installed, the STMS should consider installing side friction from the TSL restriction leading into the work site. This will assist with getting there desired vehicle speed through the work site.

UTMD Reference: **181B(R)**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ONE WAY THREE LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

LANE CLOSURE

Detail:

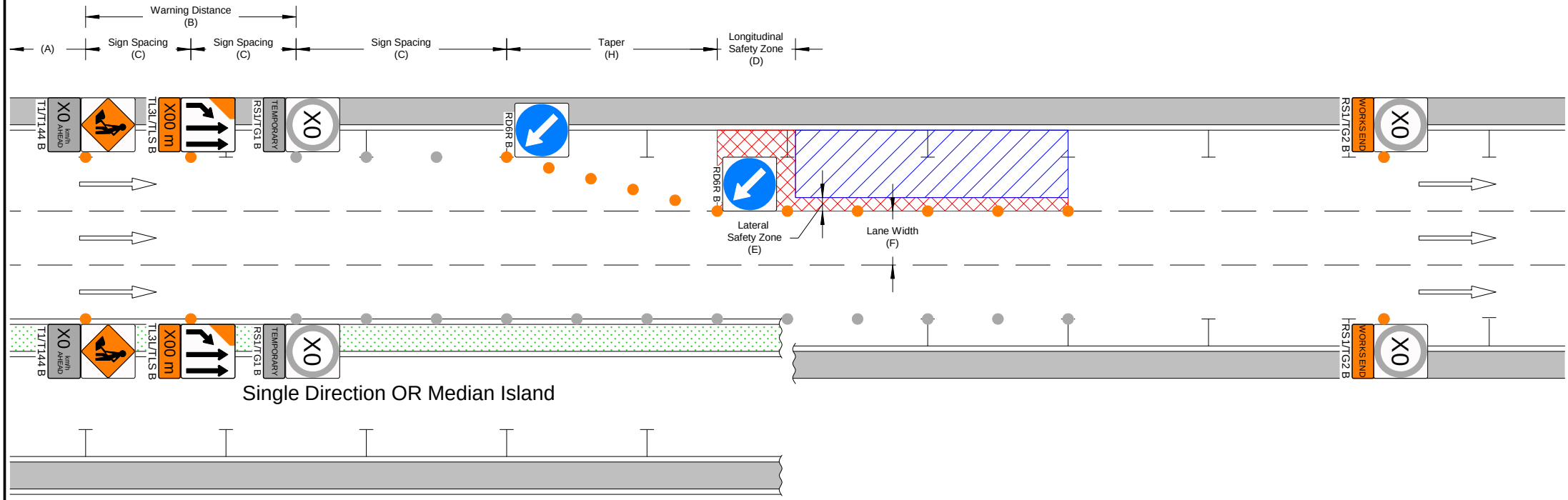
LEFT LANE INTO CENTRE LANE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Single Direction OR Median Island

Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– This plan is not designed to be used through an intersection. If you are looking to work at an intersection you may need to select another UTMD or get a site specific TMP created.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
181B(L)	Christchurch Transport Operations Centre	Version: 1	Date: JULY 2018	Submitted By:

ONE WAY THREE LANE

STATIC

Methodology:

LANE CLOSURE

Detail:

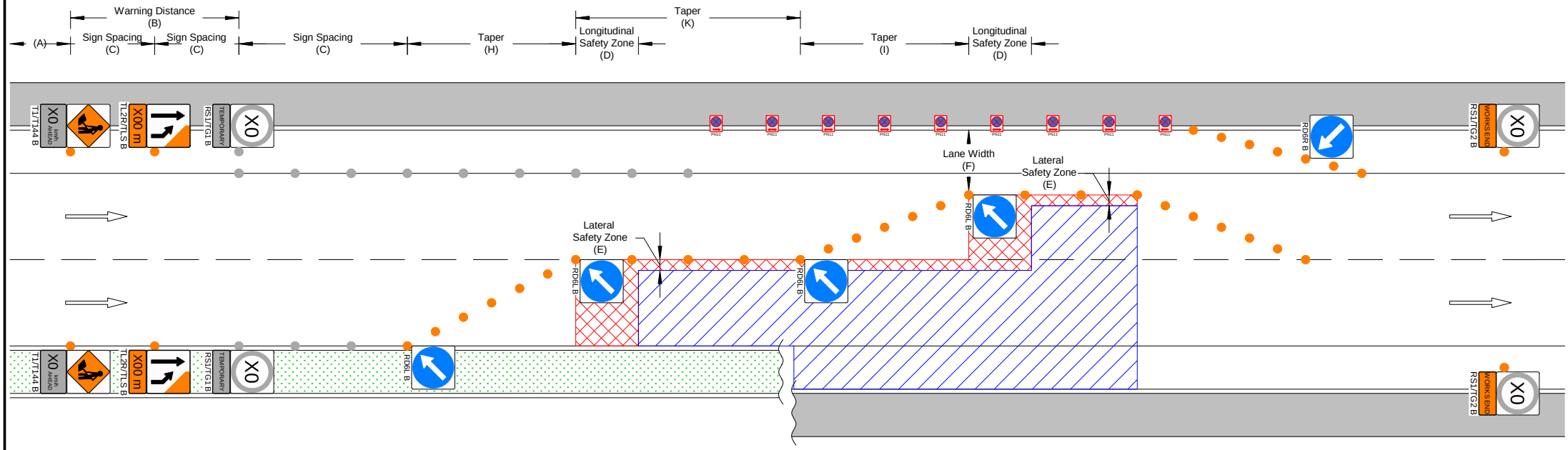
RIGHT LANE CLOSURED INTO SHOULDER

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– This plan is not designed to be used through an intersection. If you are looking to work at an intersection you may need to select another UTMD or get a site specific TMP created.

UTMD Reference:

181B(R)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: ONE WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

LANE CLOSURE

Detail:

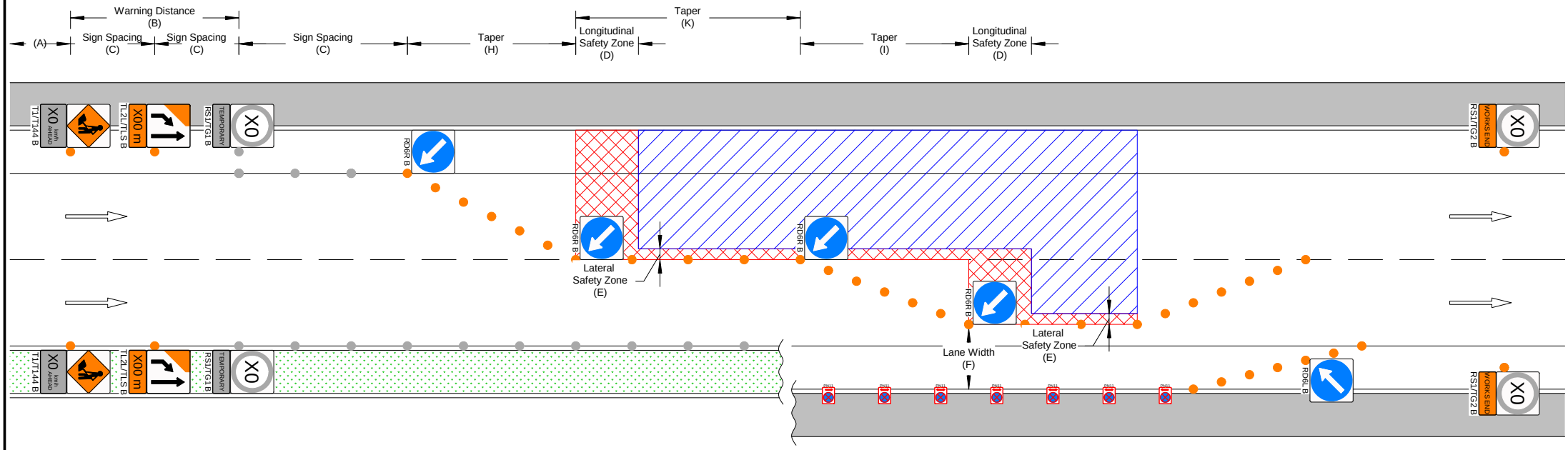
LEFT LANE CLOSURED INTO SHOULDER

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– This plan is not designed to be used through an intersection. If you are looking to work at an intersection you may need to select another UTMD or get a site specific TMP created.

UTMD Reference: **182B(L)**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ONE WAY TWO LANE	Operation: STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

ONE WAY SYSTEM

Detail:

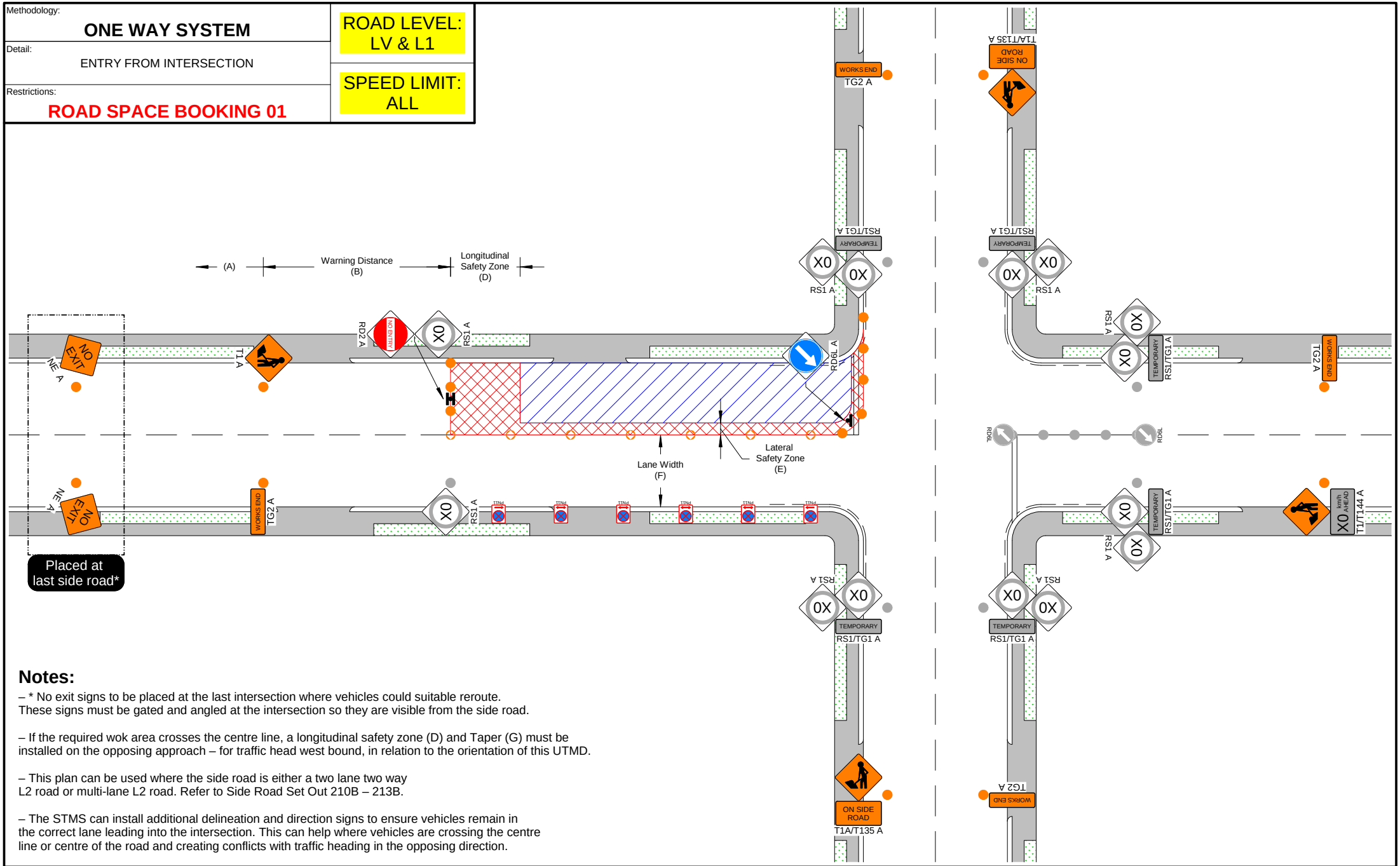
ENTRY FROM INTERSECTION

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– * No exit signs to be placed at the last intersection where vehicles could suitable reroute. These signs must be gated and angled at the intersection so they are visible from the side road.

– If the required wok area crosses the centre line, a longitudinal safety zone (D) and Taper (G) must be installed on the opposing approach – for traffic head west bound, in relation to the orientation of this UTMD.

– This plan can be used where the side road is either a two lane two way L2 road or multi-lane L2 road. Refer to Side Road Set Out 210B – 213B.

– The STMS can install additional delineation and direction signs to ensure vehicles remain in the correct lane leading into the intersection. This can help where vehicles are crossing the centre line or centre of the road and creating conflicts with traffic heading in the opposing direction.

UTMD Reference: **190A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

ONE WAY SYSTEM

Detail:

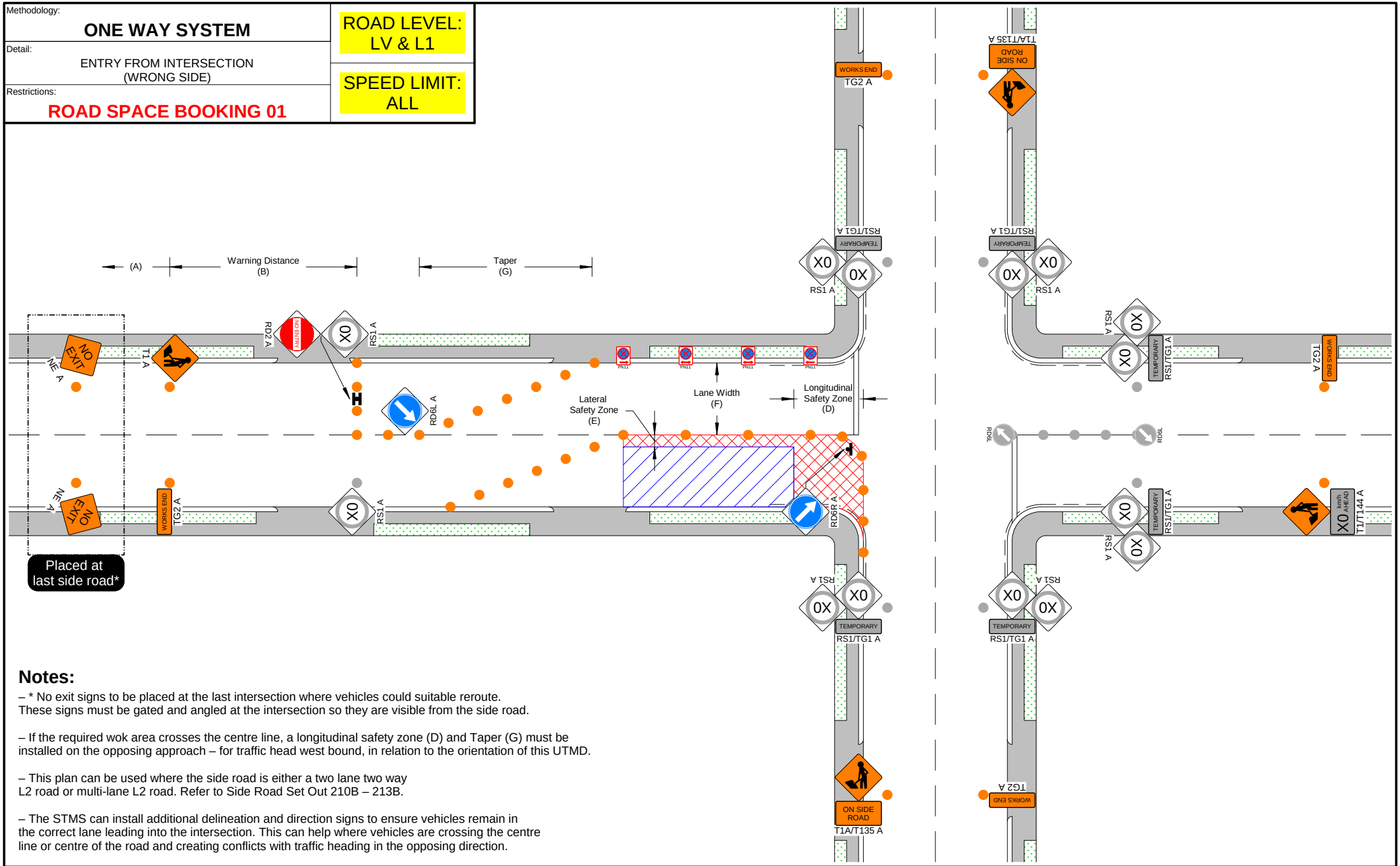
ENTRY FROM INTERSECTION
(WRONG SIDE)

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– * No exit signs to be placed at the last intersection where vehicles could suitable reroute.
These signs must be gated and angled at the intersection so they are visible from the side road.

– If the required wok area crosses the centre line, a longitudinal safety zone (D) and Taper (G) must be installed on the opposing approach – for traffic head west bound, in relation to the orientation of this UTMD.

– This plan can be used where the side road is either a two lane two way L2 road or multi-lane L2 road. Refer to Side Road Set Out 210B – 213B.

– The STMS can install additional delineation and direction signs to ensure vehicles remain in the correct lane leading into the intersection. This can help where vehicles are crossing the centre line or centre of the road and creating conflicts with traffic heading in the opposing direction.

UTMD Reference:

191A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

ONE WAY SYSTEM

Detail:

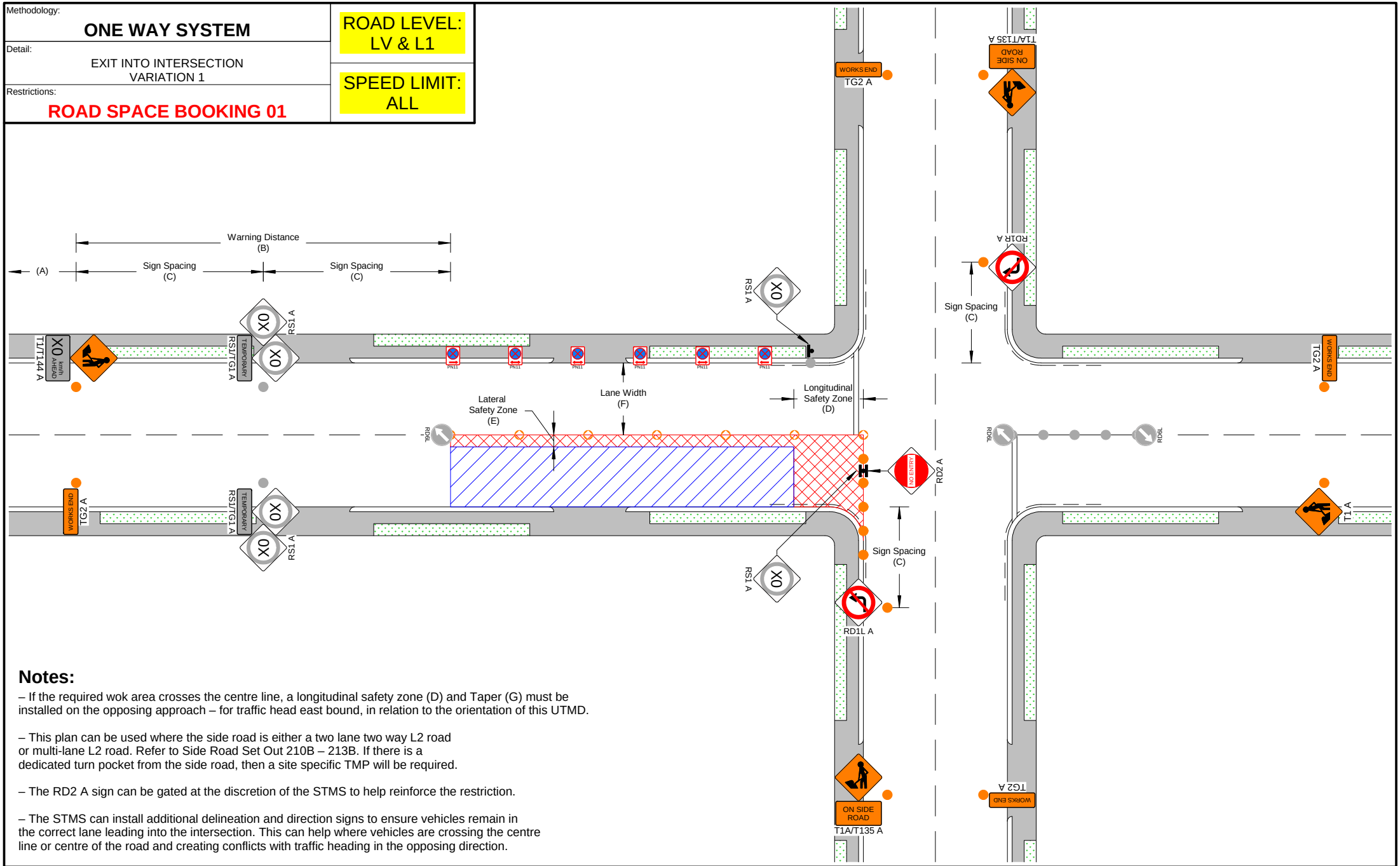
EXIT INTO INTERSECTION
VARIATION 1

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– If the required wok area crosses the centre line, a longitudinal safety zone (D) and Taper (G) must be installed on the opposing approach – for traffic head east bound, in relation to the orientation of this UTMD.

– This plan can be used where the side road is either a two lane two way L2 road or multi-lane L2 road. Refer to Side Road Set Out 210B – 213B. If there is a dedicated turn pocket from the side road, then a site specific TMP will be required.

– The RD2 A sign can be gated at the discretion of the STMS to help reinforce the restriction.

– The STMS can install additional delineation and direction signs to ensure vehicles remain in the correct lane leading into the intersection. This can help where vehicles are crossing the centre line or centre of the road and creating conflicts with traffic heading in the opposing direction.

UTMD Reference:

192A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

ONE WAY SYSTEM

Detail:

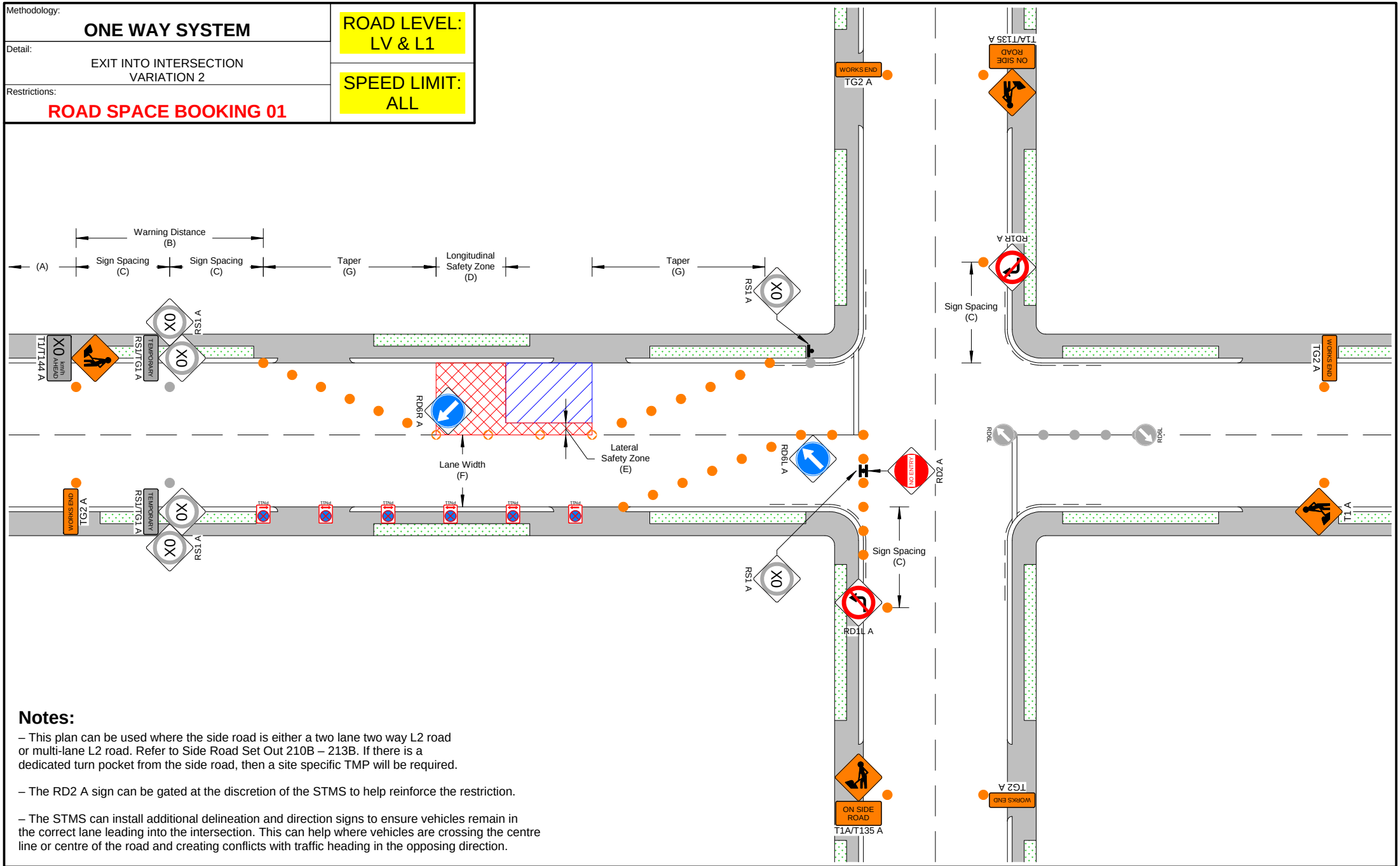
EXIT INTO INTERSECTION
VARIATION 2

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– This plan can be used where the side road is either a two lane two way L2 road or multi-lane L2 road. Refer to Side Road Set Out 210B – 213B. If there is a dedicated turn pocket from the side road, then a site specific TMP will be required.

– The RD2 A sign can be gated at the discretion of the STMS to help reinforce the restriction.

– The STMS can install additional delineation and direction signs to ensure vehicles remain in the correct lane leading into the intersection. This can help where vehicles are crossing the centre line or centre of the road and creating conflicts with traffic heading in the opposing direction.

UTMD Reference: **193A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

ONE WAY SYSTEM

Detail:

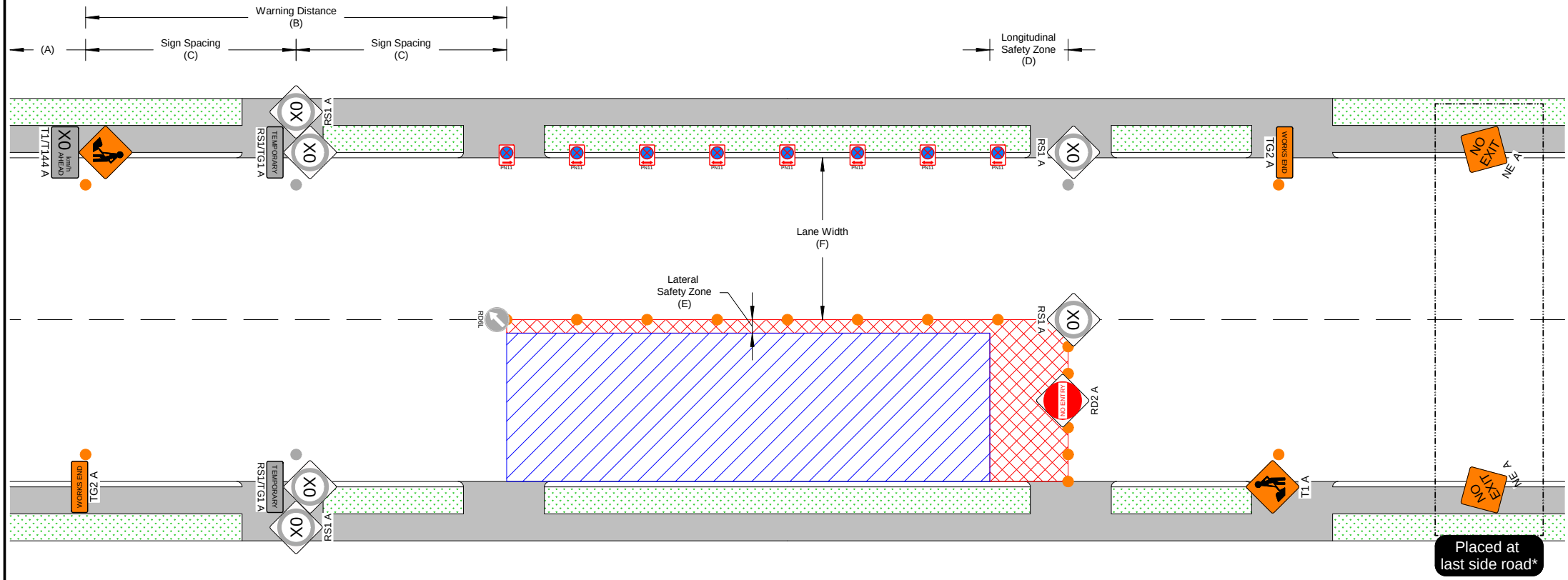
MIDBLOCK
VARIATION 1

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– * No exit signs to be placed at the last intersection where vehicles could suitable reroute.
These signs must be gated and angled at the intersection so they are visible from the side road.

– If the required wok area crosses the centre line, a longitudinal safety zone (D) and Taper (G) must be installed on the opposing approach – for traffic head east bound, in relation to the orientation of this UTMD.

– Consider the suitability of this plan in relation to the road environment e.g. urban vs rural, dense residential vs undeveloped lane etc. this will help identify weather this UTMD or an intersection UTMD is appropriate.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
194A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

ONE WAY SYSTEM

Detail:

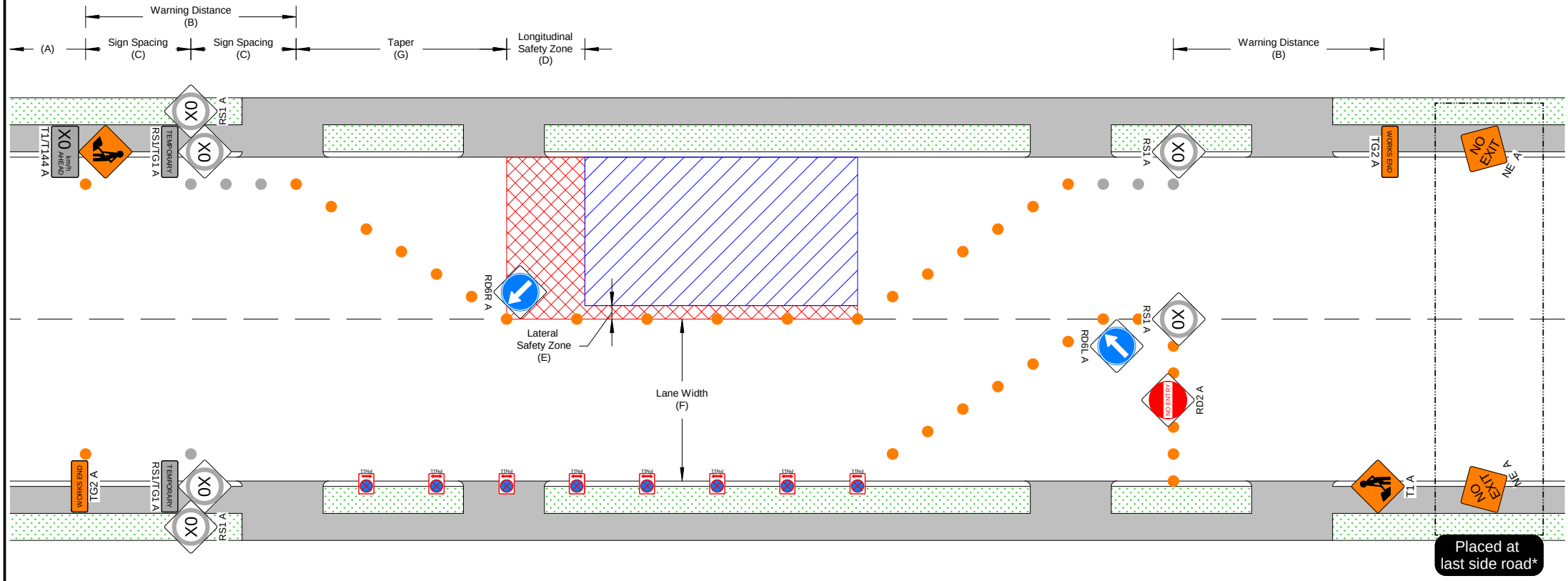
MIDBLOCK
VARIATION 2

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– * No exit signs to be placed at the last intersection where vehicles could suitable reroute.
These signs must be gated and angled at the intersection so they are visible from the side road.

– Consider the suitability of this plan in relation to the road environment e.g. urban vs rural, dense residential vs undeveloped lane etc. This will help identify weather this UTMD or an intersection UTMD is appropriate.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
195A	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

ONE WAY SYSTEM

Detail:

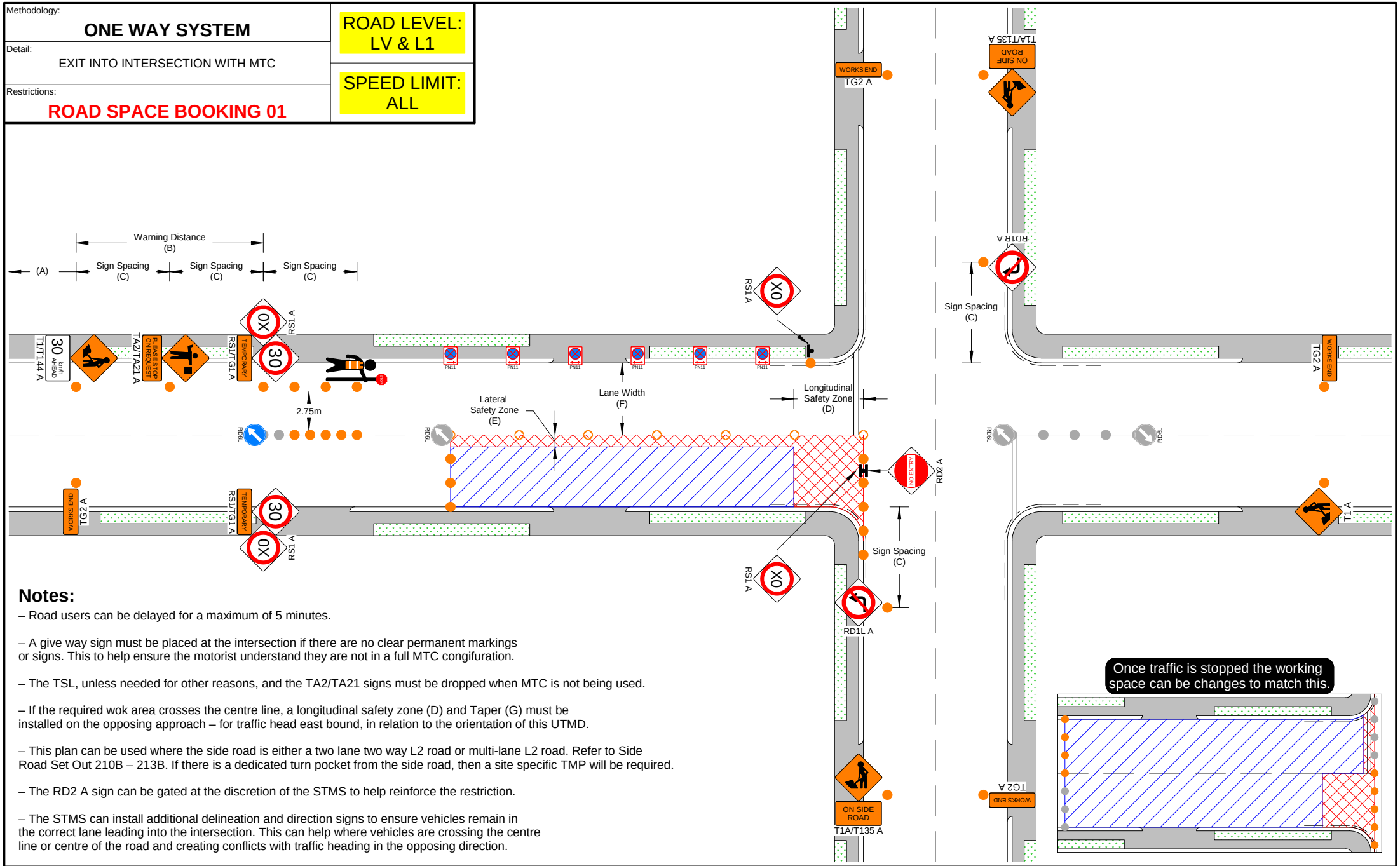
EXIT INTO INTERSECTION WITH MTC

Restrictions:

ROAD SPACE BOOKING 01

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– Road users can be delayed for a maximum of 5 minutes.

– A give way sign must be placed at the intersection if there are no clear permanent markings or signs. This to help ensure the motorist understand they are not in a full MTC congifuration.

– The TSL, unless needed for other reasons, and the TA2/TA21 signs must be dropped when MTC is not being used.

– If the required wok area crosses the centre line, a longitudinal safety zone (D) and Taper (G) must be installed on the opposing approach – for traffic head east bound, in relation to the orientation of this UTMD.

– This plan can be used where the side road is either a two lane two way L2 road or multi-lane L2 road. Refer to Side Road Set Out 210B – 213B. If there is a dedicated turn pocket from the side road, then a site specific TMP will be required.

– The RD2 A sign can be gated at the discretion of the STMS to help reinforce the restriction.

– The STMS can install additional delineation and direction signs to ensure vehicles remain in the correct lane leading into the intersection. This can help where vehicles are crossing the centre line or centre of the road and creating conflicts with traffic heading in the opposing direction.

UTMD Reference:

196A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

ONE WAY SYSTEM

Detail:

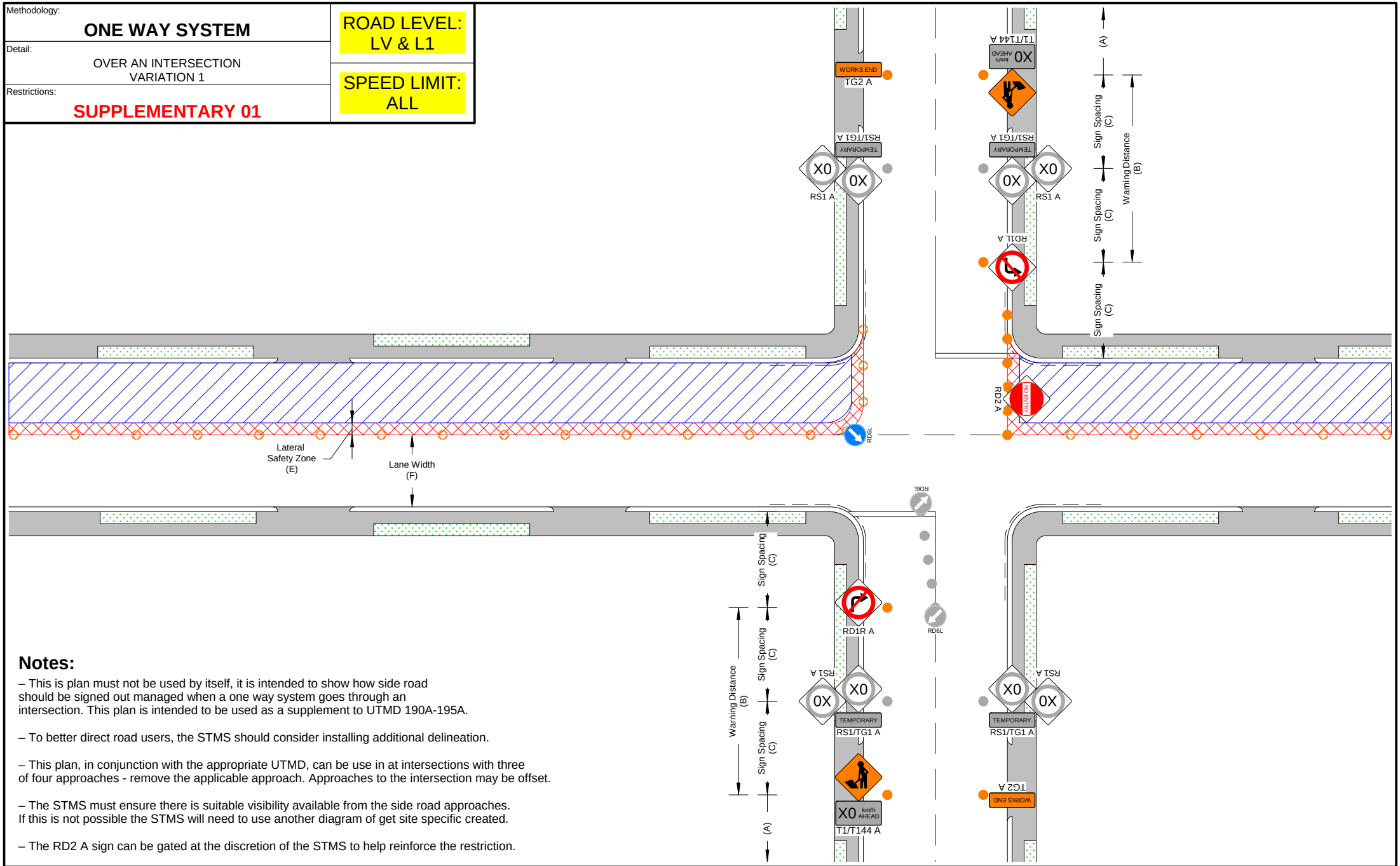
OVER AN INTERSECTION
VARIATION 1

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– This is plan must not be used by itself, it is intended to show how side road should be signed out managed when a one way system goes through an intersection. This plan is intended to be used as a supplement to UTMD 190A-195A.

– To better direct road users, the STMS should consider installing additional delineation.

– This plan, in conjunction with the appropriate UTMD, can be use in at intersections with three of four approaches - remove the applicable approach. Approaches to the intersection may be offset.

– The STMS must ensure there is suitable visibility available from the side road approaches. If this is not possible the STMS will need to use another diagram of get site specific created.

– The RD2 A sign can be gated at the discretion of the STMS to help reinforce the restriction.

UTMD Reference:

197A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

ONE WAY SYSTEM

Detail:

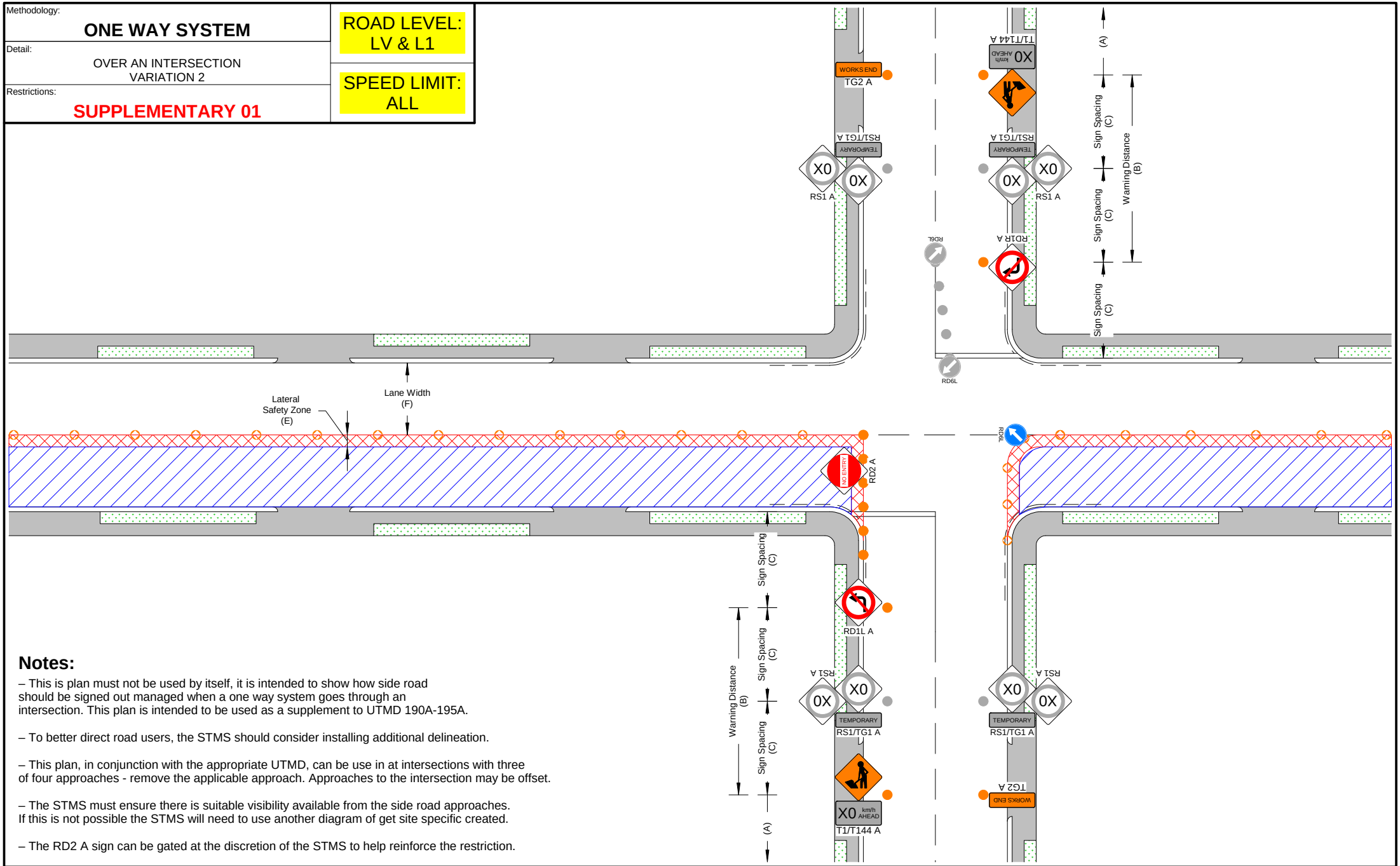
OVER AN INTERSECTION
VARIATION 2

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



Notes:

– This is plan must not be used by itself, it is intended to show how side road should be signed out managed when a one way system goes through an intersection. This plan is intended to be used as a supplement to UTMD 190A-195A.

– To better direct road users, the STMS should consider installing additional delineation.

– This plan, in conjunction with the appropriate UTMD, can be use in at intersections with three of four approaches - remove the applicable approach. Approaches to the intersection may be offset.

– The STMS must ensure there is suitable visibility available from the side road approaches. If this is not possible the STMS will need to use another diagram of get site specific created.

– The RD2 A sign can be gated at the discretion of the STMS to help reinforce the restriction.

UTMD Reference:

198A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

SIDE ROAD SET OUT

Detail:

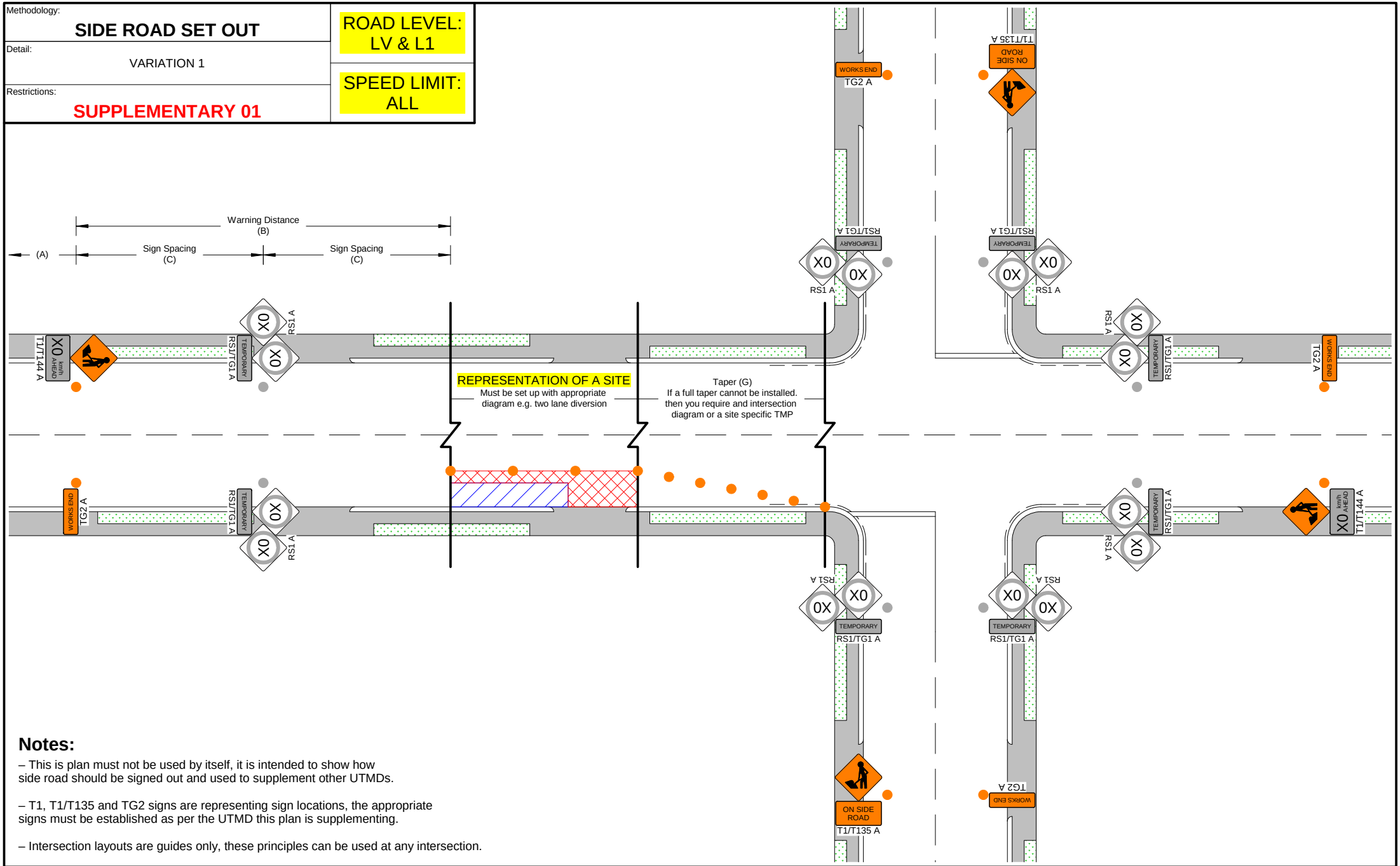
VARIATION 1

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– This is plan must not be used by itself, it is intended to show how side road should be signed out and used to supplement other UTMDs.

– T1, T1/T135 and TG2 signs are representing sign locations, the appropriate signs must be established as per the UTMD this plan is supplementing.

– Intersection layouts are guides only, these principles can be used at any intersection.

UTMD Reference: **210A**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

SIDE ROAD SET OUT

Detail:

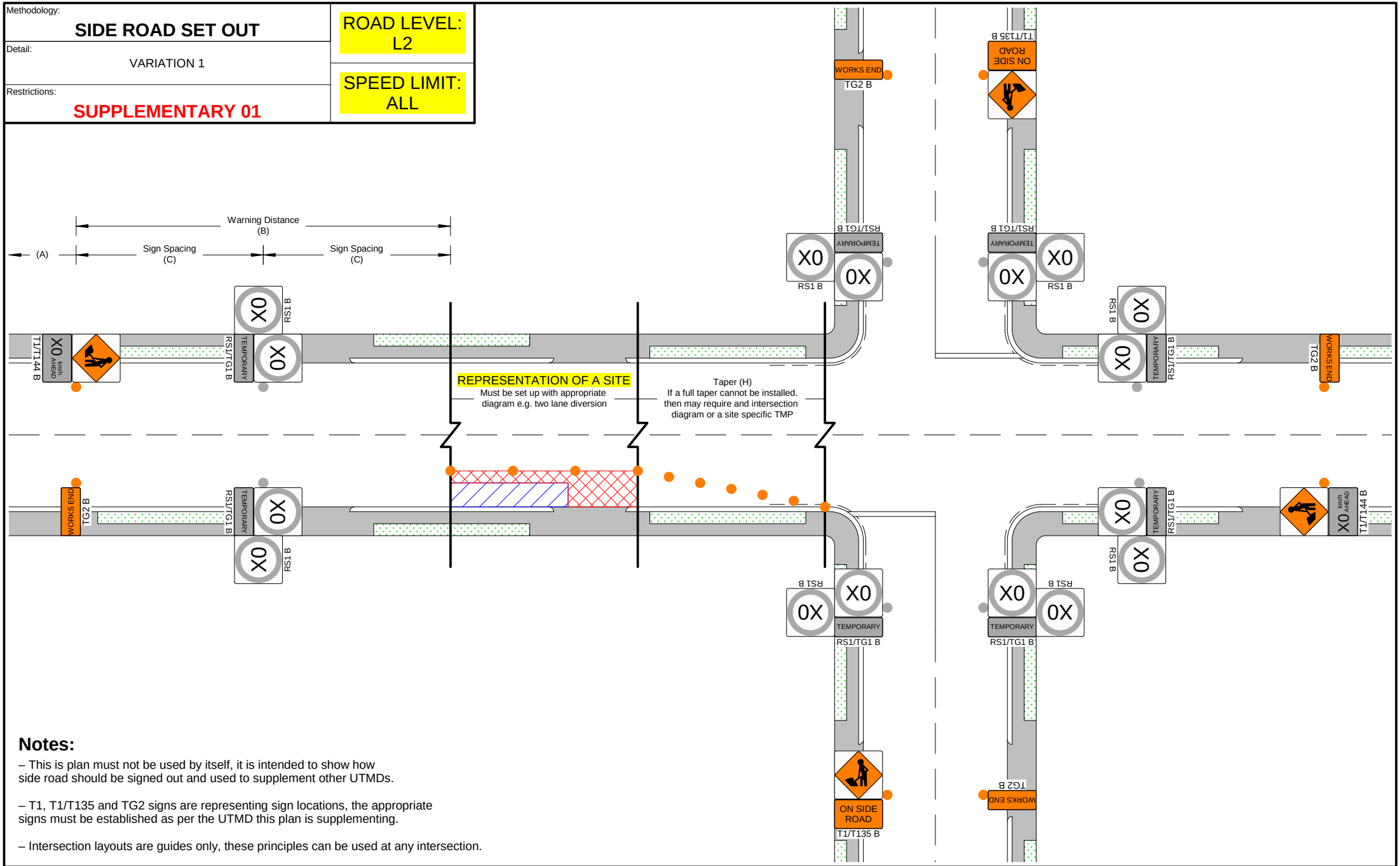
VARIATION 1

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This is plan must not be used by itself, it is intended to show how side road should be signed out and used to supplement other UTMDs.

– T1, T1/T135 and TG2 signs are representing sign locations, the appropriate signs must be established as per the UTMD this plan is supplementing.

– Intersection layouts are guides only, these principles can be used at any intersection.

UTMD Reference: **210B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

SIDE ROAD SET OUT

Detail:

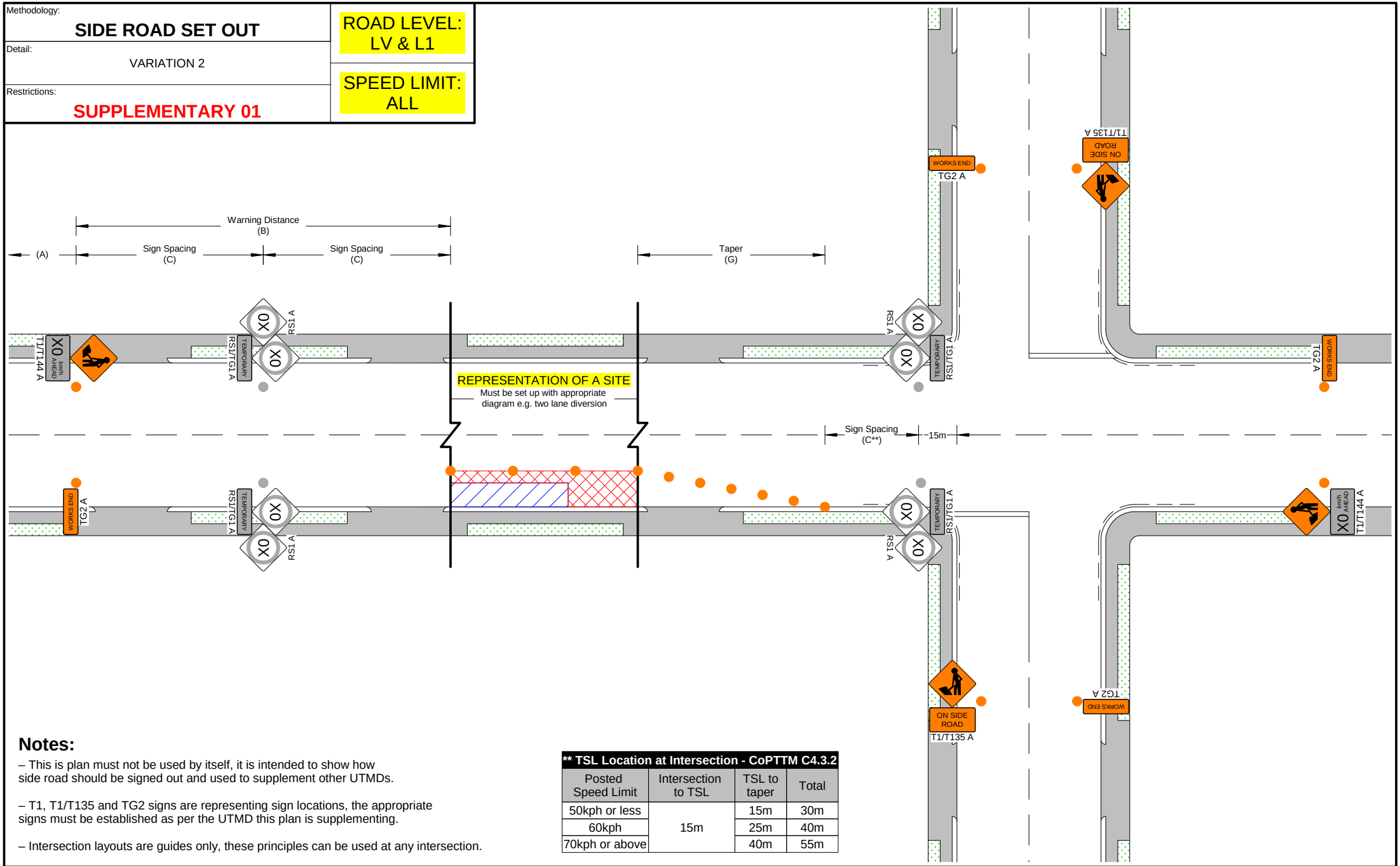
VARIATION 2

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL: LV & L1

SPEED LIMIT: ALL



Notes:

– This is plan must not be used by itself, it is intended to show how side road should be signed out and used to supplement other UTMDs.

– T1, T1/T135 and TG2 signs are representing sign locations, the appropriate signs must be established as per the UTMD this plan is supplementing.

– Intersection layouts are guides only, these principles can be used at any intersection.

**** TSL Location at Intersection - CoPTTM C4.3.2**

Posted Speed Limit	Intersection to TSL	TSL to taper	Total
50kph or less	15m	15m	30m
60kph		25m	40m
70kph or above		40m	55m

UTMD Reference:

211A

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

SIDE ROAD SET OUT

Detail:

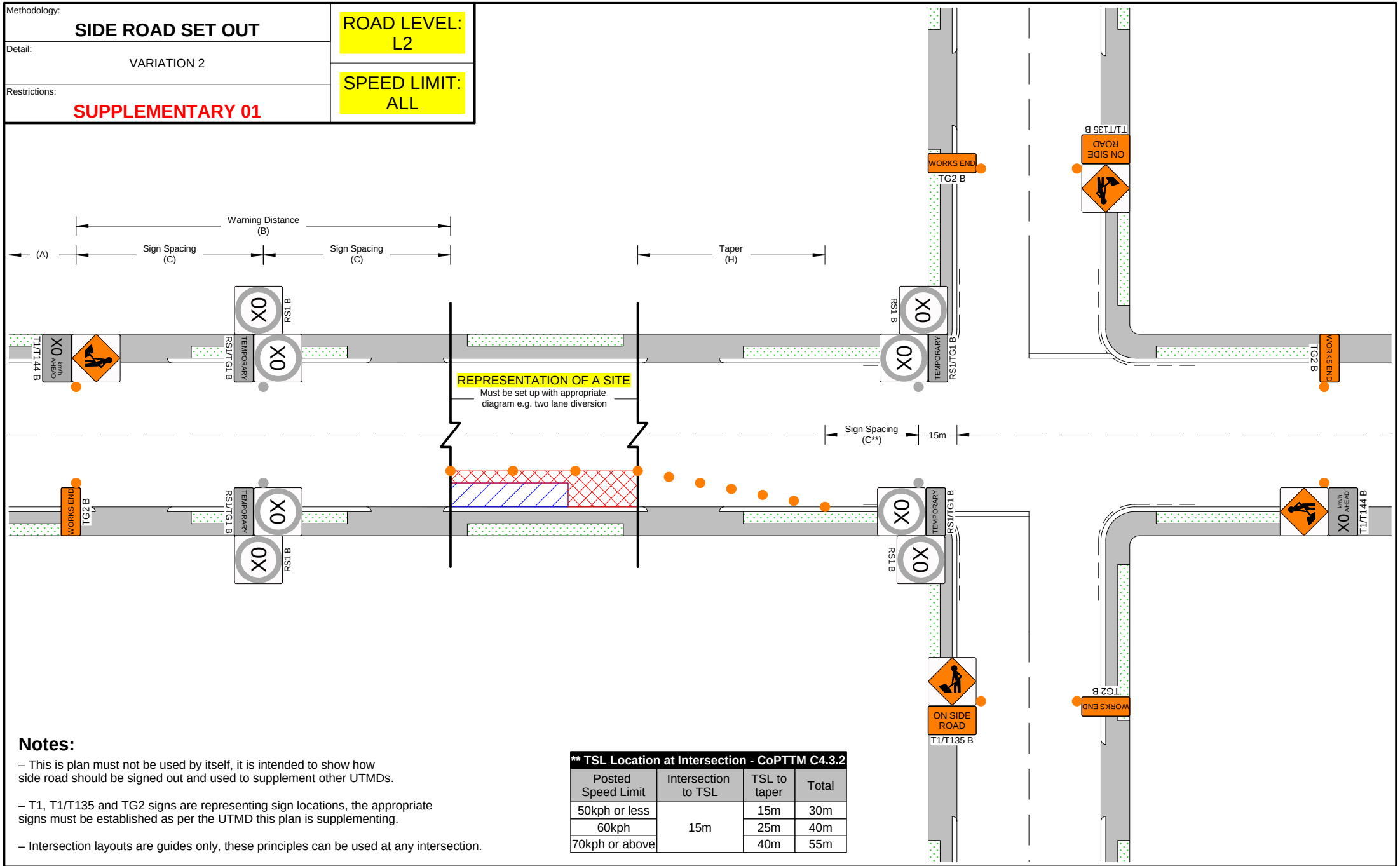
VARIATION 2

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This is plan must not be used by itself, it is intended to show how side road should be signed out and used to supplement other UTMDs.

– T1, T1/T135 and TG2 signs are representing sign locations, the appropriate signs must be established as per the UTMD this plan is supplementing.

– Intersection layouts are guides only, these principles can be used at any intersection.

**** TSL Location at Intersection - CoPTTM C4.3.2**

Posted Speed Limit	Intersection to TSL	TSL to taper	Total
50kph or less	15m	15m	30m
60kph		25m	40m
70kph or above		40m	55m

UTMD Reference: **211B**

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

SIDE ROAD SET OUT

Detail:

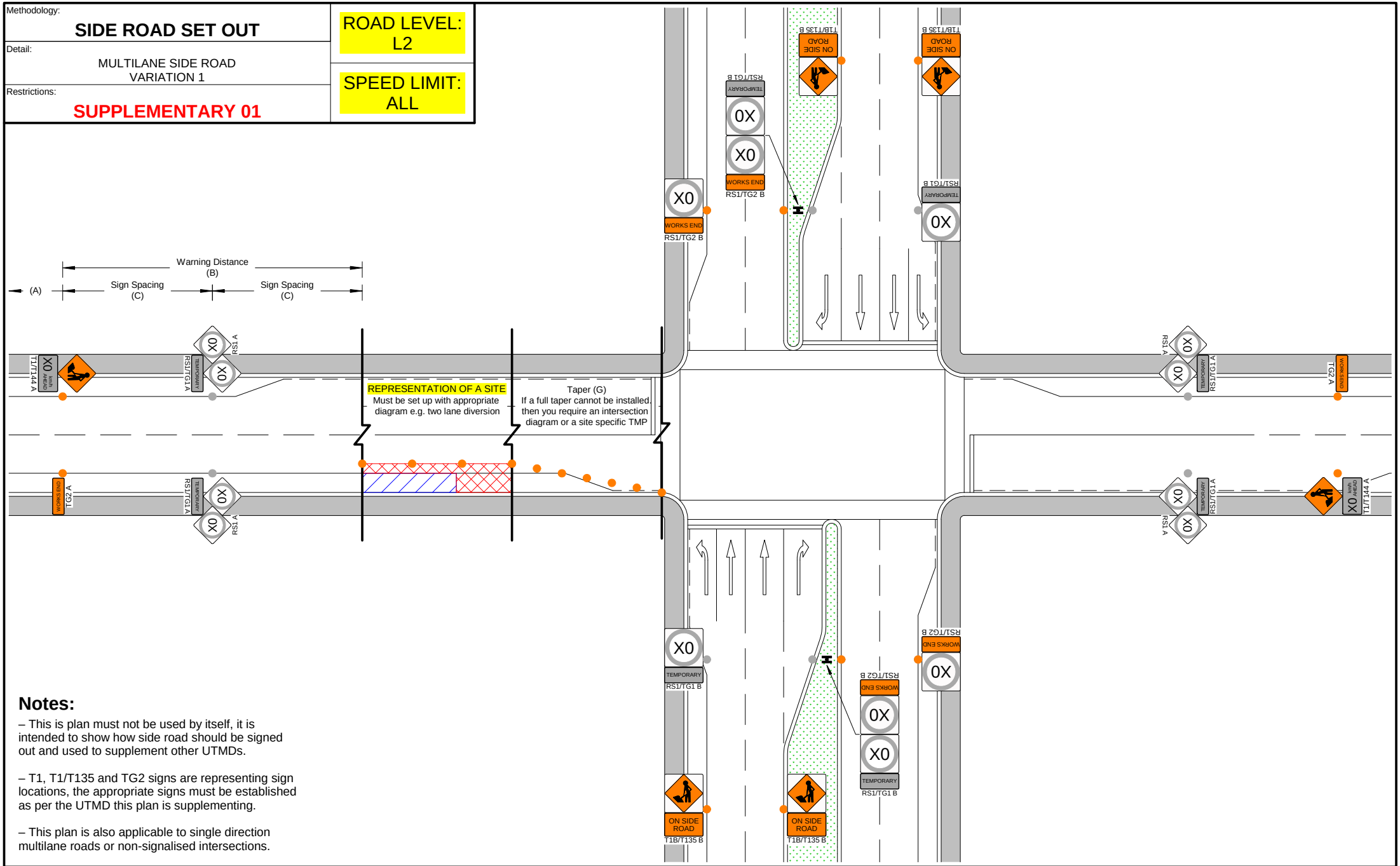
MULTILANE SIDE ROAD
VARIATION 1

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This is plan must not be used by itself, it is intended to show how side road should be signed out and used to supplement other UTMDs.

– T1, T1/T135 and TG2 signs are representing sign locations, the appropriate signs must be established as per the UTMD this plan is supplementing.

– This plan is also applicable to single direction multilane roads or non-signalised intersections.

UTMD Reference: **212B**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: MULTILANE INTERSECTION	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

SIDE ROAD SET OUT

Detail:

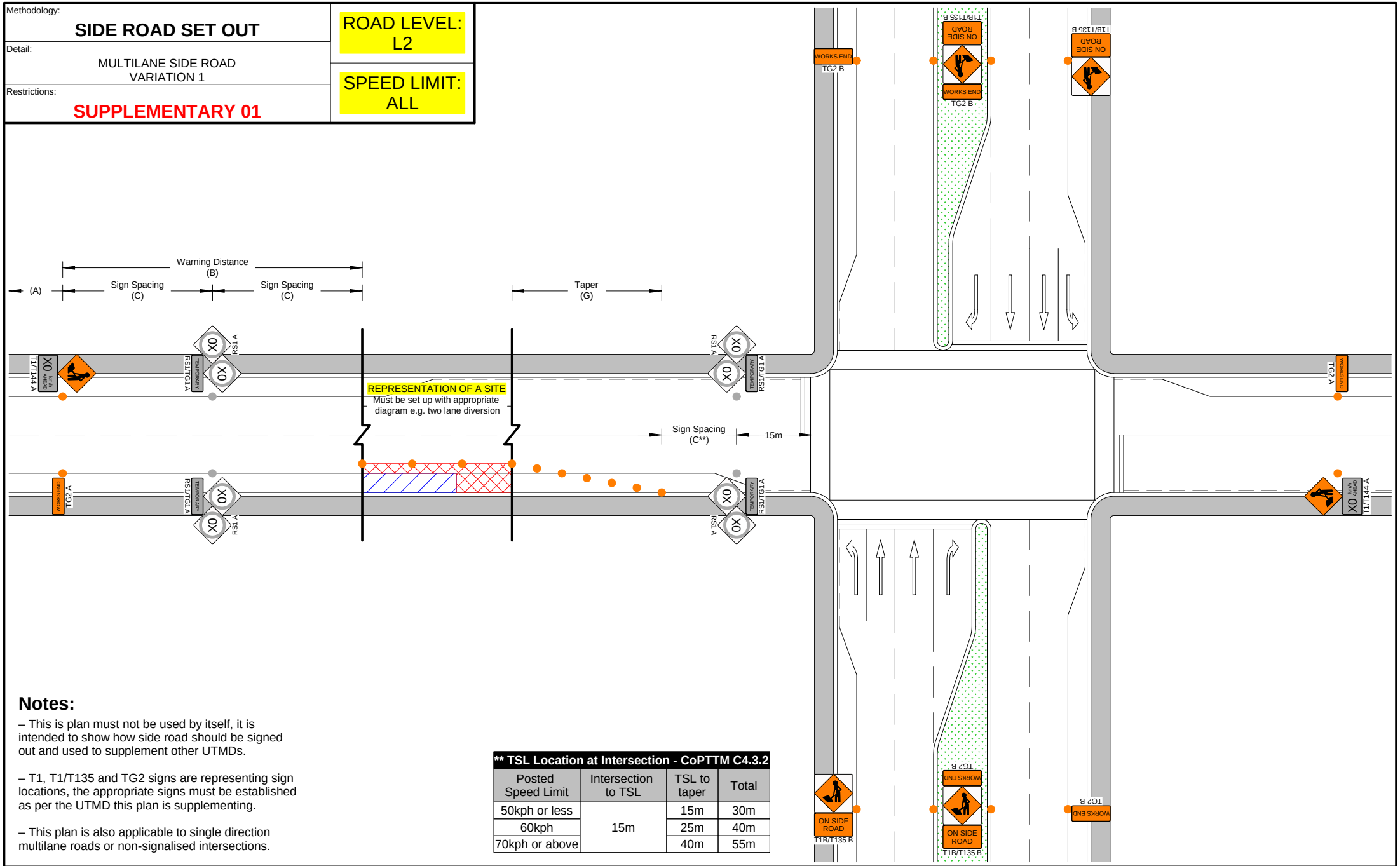
MULTILANE SIDE ROAD
VARIATION 1

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– This is plan must not be used by itself, it is intended to show how side road should be signed out and used to supplement other UTMDs.

– T1, T1/T135 and TG2 signs are representing sign locations, the appropriate signs must be established as per the UTMD this plan is supplementing.

– This plan is also applicable to single direction multilane roads or non-signalised intersections.

**** TSL Location at Intersection - CoPTTM C4.3.2**

Posted Speed Limit	Intersection to TSL	TSL to taper	Total
50kph or less	15m	15m	30m
60kph		25m	40m
70kph or above		40m	55m

UTMD Reference:

213B

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE INTERSECTION

Operation: STATIC

Submitted By:

Methodology:

SITE ACCESS

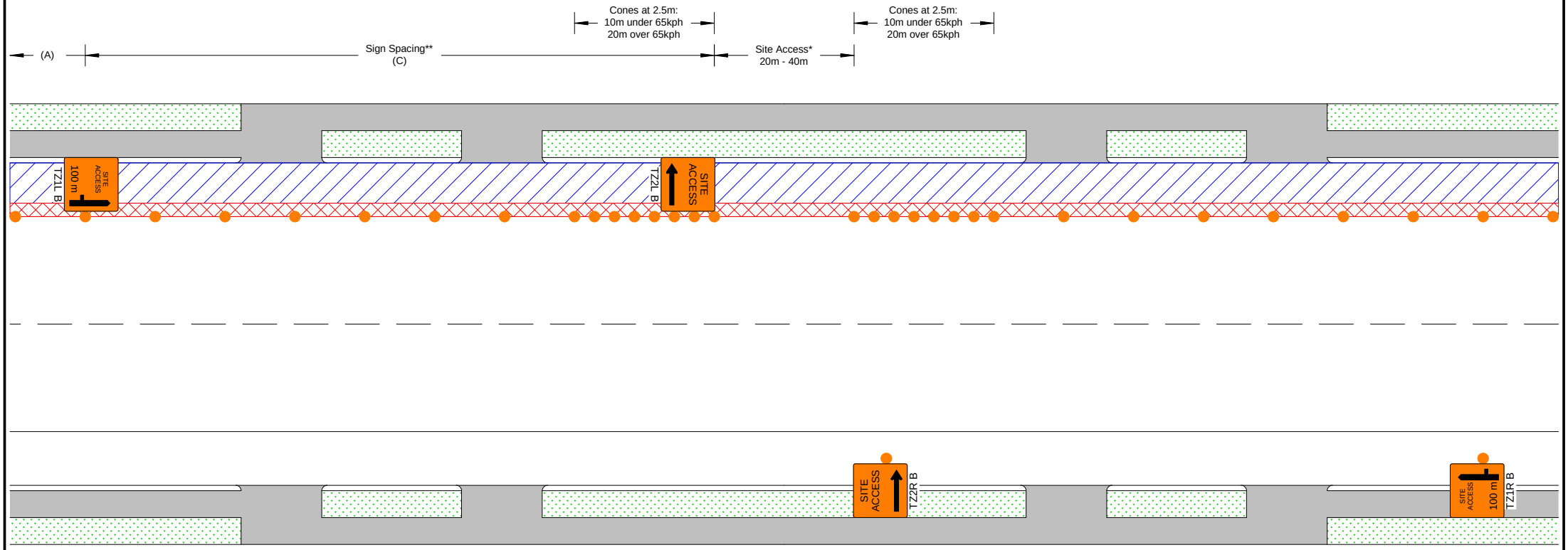
Detail:

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL: ALL

SPEED LIMIT: ALL



Notes:

– Right turning movements into or out of site must done outside of peak time, unless the STMS has TMC approval.

– Vehicles must enter and exit with the flow of traffic, if vehicles need to reverse into or out of site consider the UTMD 223 or 224. Alternatively a site specific TMP may be required.

– * Site access gap length to be adjusted within 20-40m at STMS discretion – it must be large enough to allow vehicles access site but small enough to ensure public doesn't get confused and drive in.

– ** The sign spacings must be done in conjunction with the other signs required for the site i.e. distances may need to be lengthened or shortened to ensure all signs are suitably visible to motorists e.g. +/- 15m.

– L2 signs are shown, however this UTMD can be used on LV/L1 sites by changing to L1 signs.

– On road with a posted speed limit under 65kph the TZ1(L and R) can be adjusted to 50m.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
220	Christchurch Transport Operations Centre		TWO WAY TWO LANE	STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

SITE ACCESS

Detail:

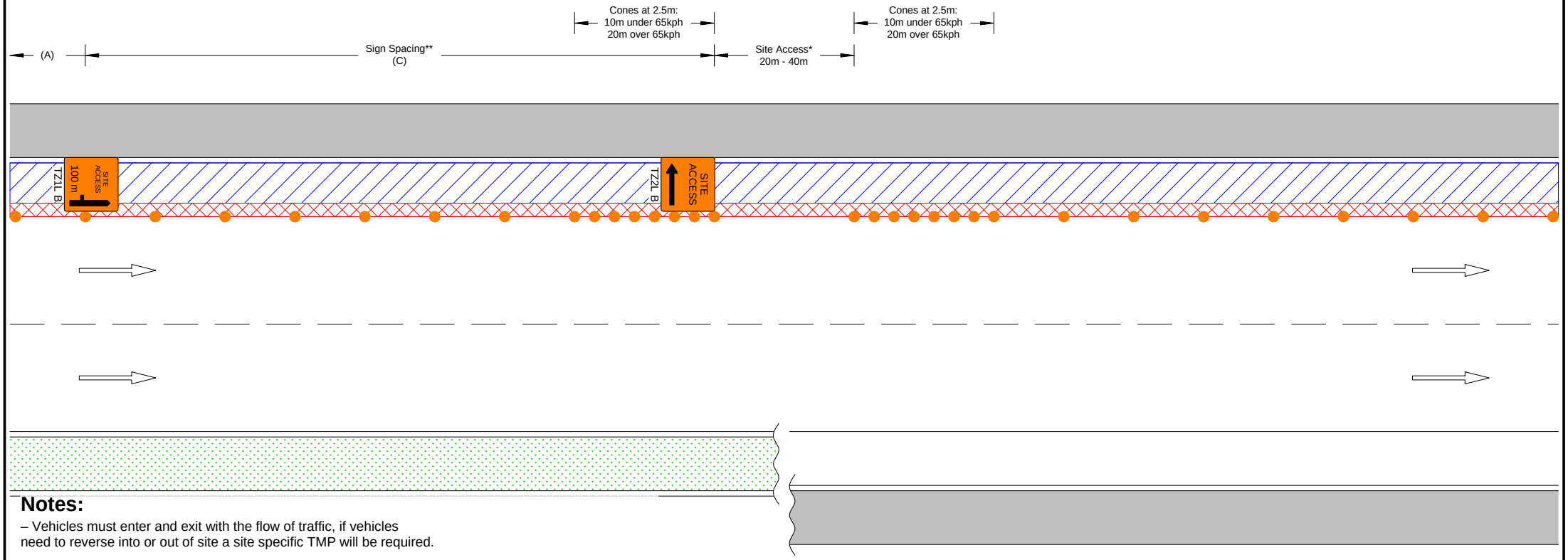
MULTILANE

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL: ALL

SPEED LIMIT: ALL



Notes:

– Vehicles must enter and exit with the flow of traffic, if vehicles need to reverse into or out of site a site specific TMP will be required.

– * Site access gap length to be adjusted within 20-40m at STMS discretion – it must be large enough to allow vehicles access site but small enough to ensure public doesn't get confused and drive in.

– ** The sign spacings must be done in conjunction with the other signs required for the site i.e. distances may need to be lengthened or shortened to ensure all signs are suitably visible to motorists e.g. +/- 15m.

– L2 signs are shown, however this UTMD can be used on LV/L1 sites by changing to L1 signs.

– On road with a posted speed limit under 65kph the TZ1(L and R) can be adjusted to 50m.

– This can be used on one way two lane and one way three lane roads. This plan is also applicable where a lane closure has been installed with an appropriate UTMD.

– This plan shows the worksite is off the left hand lane, it can be adjusted by the STMS to be used for worksites off the right hand lane – Change TZ1L to TZ1R and TZ2L to TZ1R.

UTMD Reference:

221

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: MULTILANE

Operation: STATIC

Submitted By:

Methodology:

SITE ACCESS

Detail:

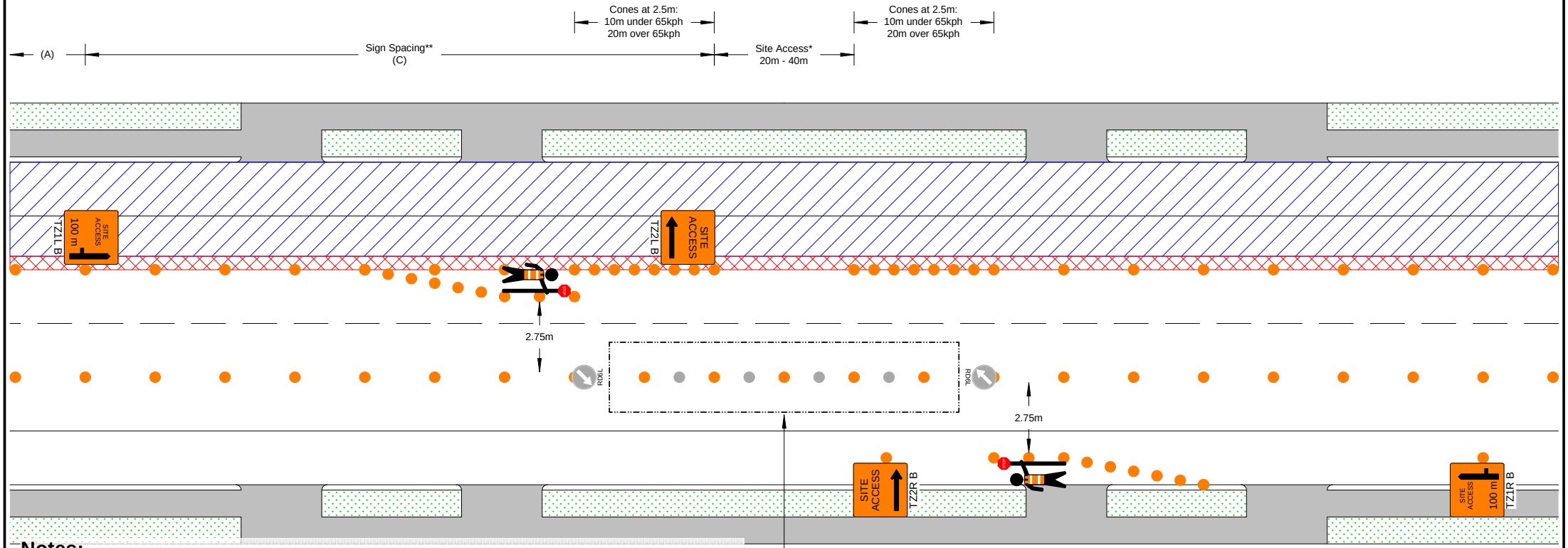
MANUAL TRAFFIC CONTROL
VARIATION 1

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL: ALL

SPEED LIMIT: ALL



Notes:

– * Site access gap length to be adjusted within 20-40m at STMS discretion – it must be large enough to allow vehicles access site but small enough to ensure public doesn't get confused and drive in.

– ** The sign spacings must be done in conjunction with the other signs required for the site i.e. distances may need to be lengthened or shortened to ensure all signs are suitably visible to motorists e.g. +/- 15m.

– L2 signs are shown, however this UTMD can be used on LV/L1 sites by changing to L1 signs.

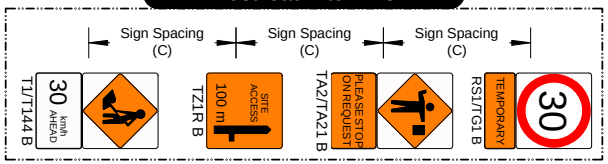
– Where vehicle can access/egress from the site and only affecting one lane, then only one manual traffic controller is required. Additional cones must be used in the centre line to reduce risk of reversing vehicles entering uncontrolled lane.

– This operation must only be done outside of peak hours.

– Road users can be delayed for a maximum of 5 minutes. All road users must be suitably cleared (e.g. no vehicles stacking or stopped in two all stop operations) before another all stop operation is started.

Section of centre line to be removed during two way MTC. RD6L signs to be installed.

Example of how signs must lead into MTC



UTMD Reference: **223**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: TWO WAY TWO LANE	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

SITE ACCESS

Detail:

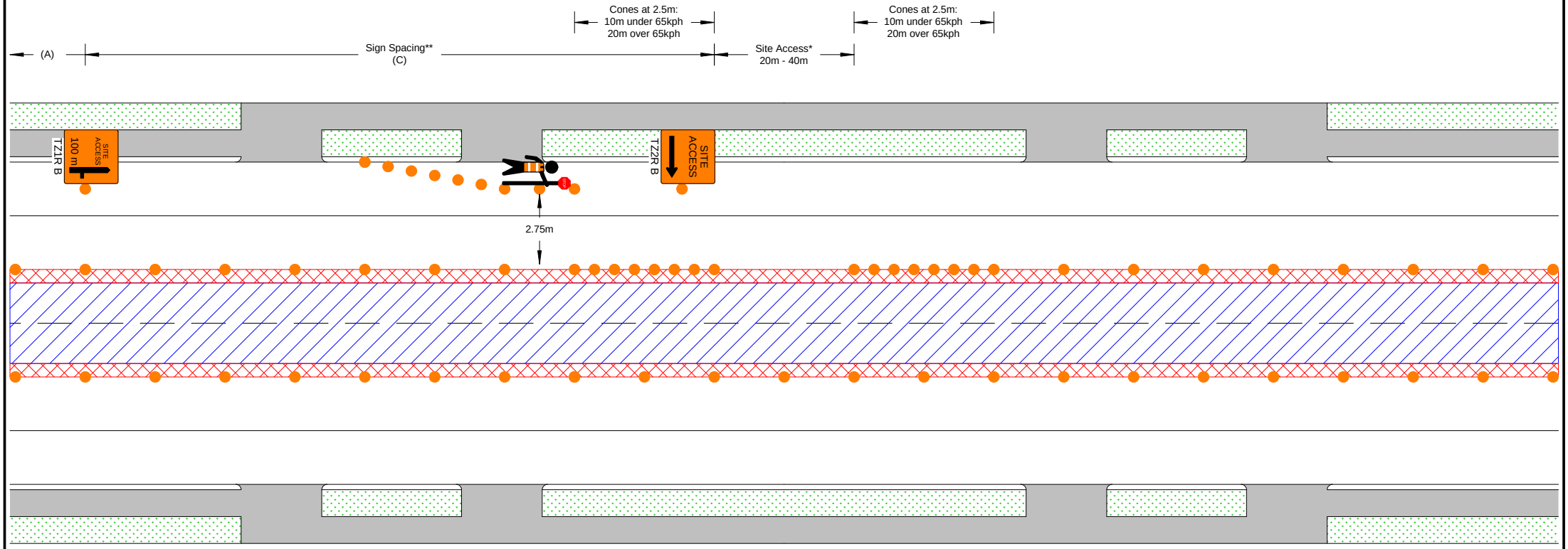
MANUAL TRAFFIC CONTROL
VARIATION 2

Restrictions:

SUPPLEMENTARY 01

ROAD LEVEL: ALL

SPEED LIMIT: ALL



Notes:

– * Site access gap length to be adjusted within 20-40m at STMS discretion – it must be large enough to allow vehicles access site but small enough to ensure public doesn't get confused and drive in.

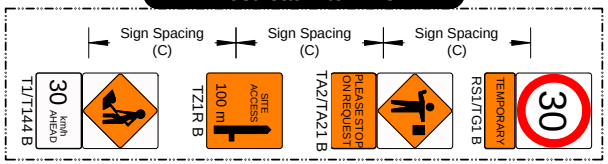
– ** The sign spacings must be done in conjunction with the other signs required for the site i.e. distances may need to be lengthened or shortened to ensure all signs are suitably visible to motorists e.g. +/- 15m.

– L2 signs are shown, however this UTMD can be used on LV/L1 sites by changing to L1 signs.

– This operation must only be done outside of peak hours.

– Road users can be delayed for a maximum of 5 minutes. All road users must be suitably cleared (e.g. no vehicles stacking or stopped in two all stop operations) before another all stop operation is started.

Example of how signs must lead into MTC



UTMD Reference:

224

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: TWO WAY TWO LANE

Operation: STATIC

Submitted By:

Methodology:

NO PARKING

Detail:

CONE SLEEVES
VEHICLES MOVES AT CONTRACTORS COST

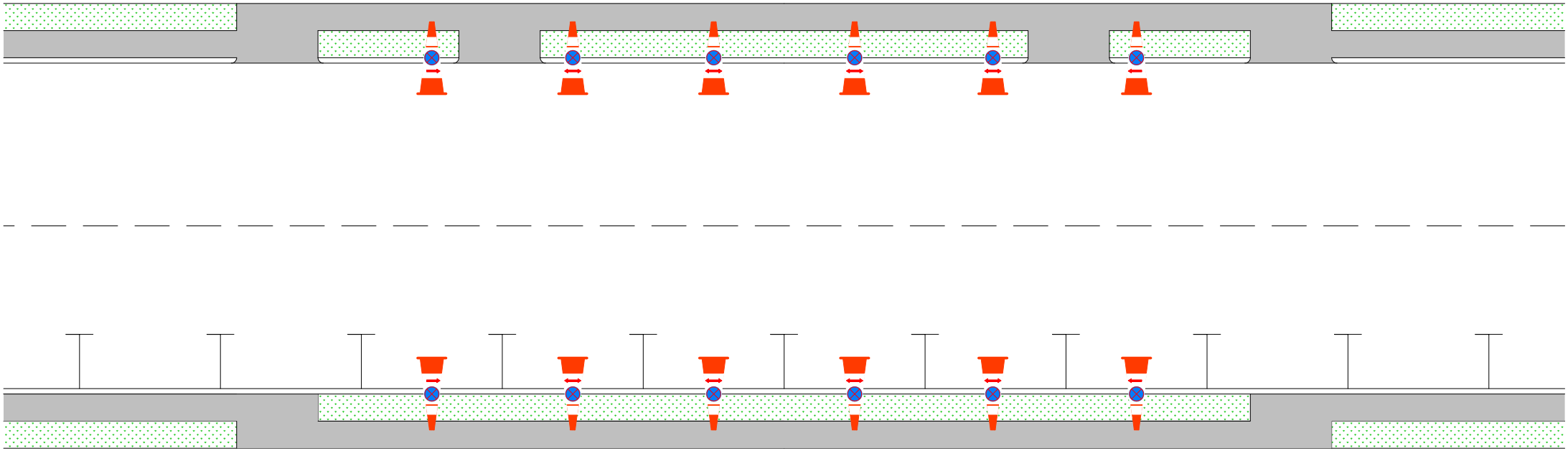
Restrictions:

ROAD LEVEL: ALL

SPEED LIMIT: ALL

Notes:

– PN11 signs and cones should not be mixed on an individual site i.e. use one or the other. On larger projects, where there are multiple sites, where no parking is required, the STMS must chose the most appropriate no parking UTMD for the individual situation.



Cone Sleeves Process:

1) Notification must be undertaken as per the accepted TMP.

2) No parking cones established a maximum of 24hrs prior to starting work. This timeframe should be reduced in places where parking is metered or where parking directly impacts businesses e.g. outside a fish and chip shop. However, a reasonable minimum time-frame must be allowed prior to the start of work to enable existing parked vehicle owners to remove their vehicles.

3) If a vehicle is parked where the no parking cones are placed and the vehicle had arrived after they were established, the appropriate person from the project team (this could be the STMS) must contact the CCC parking enforcement (03 941 8741) team to arrange for a parking warden to authorise vehicle access. If the vehicle has been in place prior to the establishment of the no parking cones then the vehicle cannot be towed, consider door knocking nearby properties.

4) Once vehicle access has been granted a suitable towing organisation can be contacted to move the vehicle to the next available parking space – this is done at the contractors expense.

Note: Details of the vehicle being moved is passed onto the police who have access to its location if a member of public contacts them. It is strongly encouraged that the contractor takes photos at the various stages of this process to ensure they have suitable evidence if questioned by the public e.g. showing the cones were in place at 10pm with no vehicles, then showing a vehicle was onsite at 6.30am when the contactor went to start work.

UTMD Reference: **230**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ALL	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

NO PARKING

Detail:

PN11 SIGNS
VEHICLES MOVED AT OWNER COST

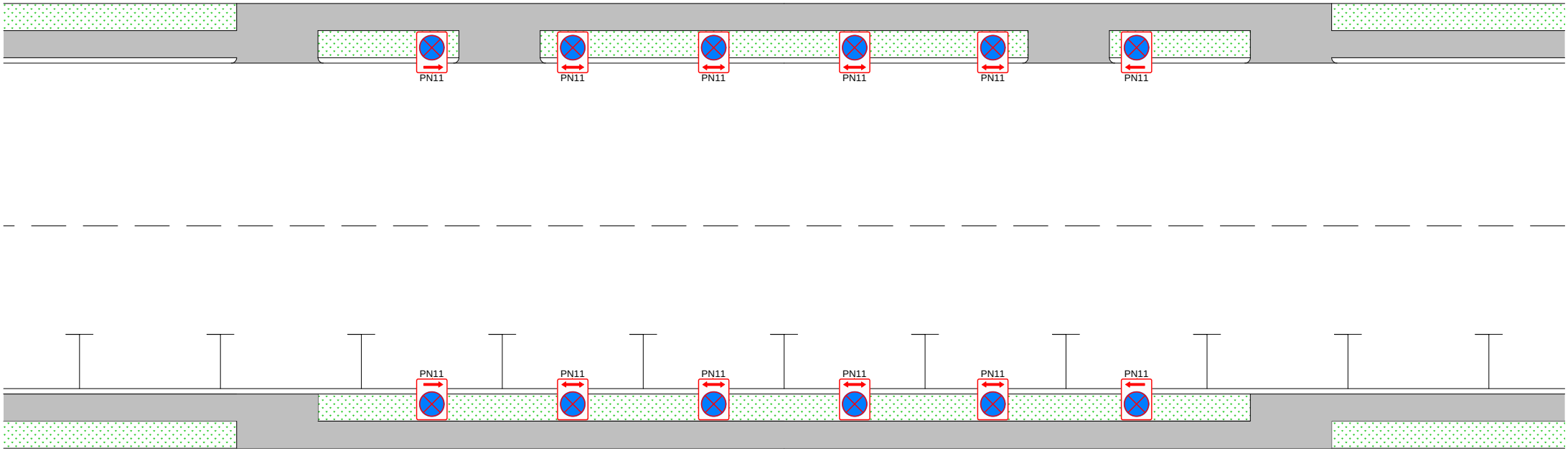
Restrictions:

ROAD LEVEL: ALL

SPEED LIMIT: ALL

Notes:

– PN11 signs and cones should not be mixed on an individual site i.e. use one or the other. On larger projects, where there are multiple sites, where no parking is required, the STMS must chose the most appropriate no parking UTMD for the individual situation.



PN11 Signs Process:

1) Notification must be undertaken as per the accepted TMP.

2) No parking cones established a maximum of 24hrs prior to starting work. This timeframe should be reduced in places where parking is metered or where parking directly impacts businesses e.g. outside a fish and chip shop. However, a reasonable minimum time-frame must be allowed prior to the start of work to enable existing parked vehicle owners to remove their vehicles.

3) The contractor must get the PN11 signs sighted by a parking warden to ensure they are established in accordance with the traffic and parking bylaws - parking enforcement contact 03 941 8741.

4) If a vehicle is parked where the PN11 signs are placed and the vehicle had arrived after they were established, the appropriate person from the project team (this could be the STMS) must contact the CCC parking enforcement (03 941 8741) team to arrange for a parking warden to authorise vehicle access. If the vehicle has been in place prior to the establishment of the PN11 signs then the vehicle cannot be towed, consider door knocking nearby properties.

5) The parking warden will either arrange for the vehicle to be towed or ticket the vehicle – only if practicable and safe to leave onsite. If the vehicle is towed, this will be done at the vehicle owner's expense.

Note: Details of the vehicle being towed is passed onto the police who have access to its location if a member of public contacts them. It is strongly encouraged that the contractor takes photos at the various stages of this process to ensure they have suitable evidence if questioned by the public e.g. showing the cones were in place at 10pm with no vehicles, then showing a vehicle was onsite at 6.30am when the contactor went to start work.

UTMD Reference: **231**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ALL	Operation: STATIC
		Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

SEMI-STATIC

Detail:

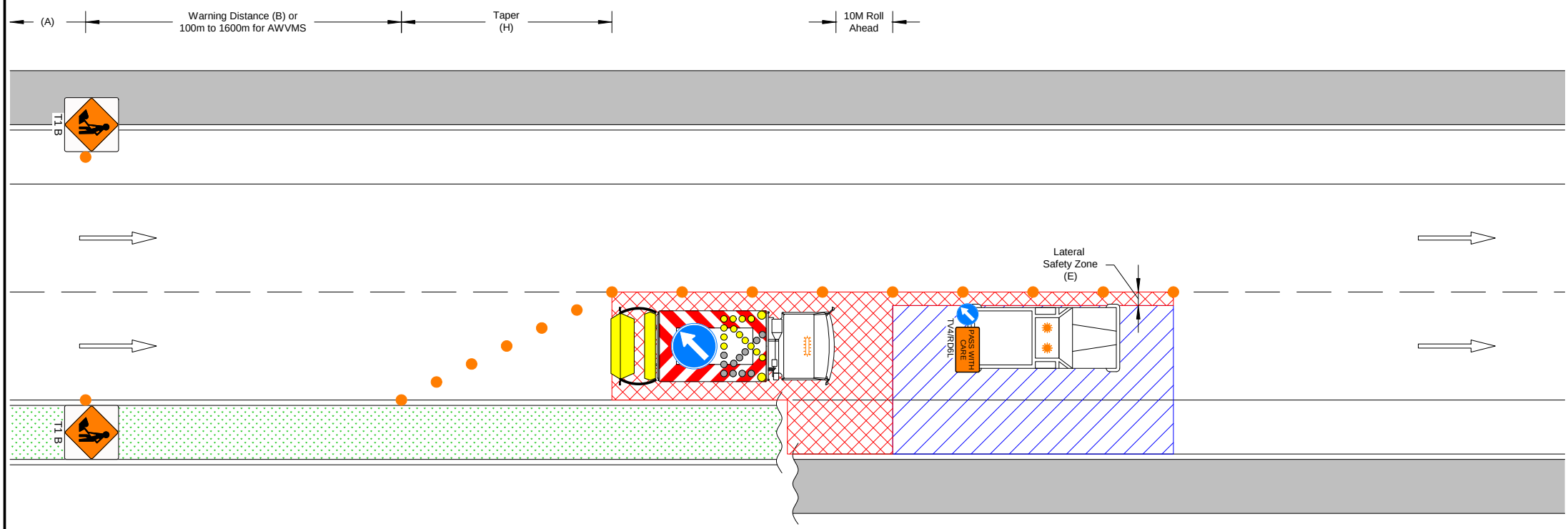
RIGHT LANE CLOSURE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– On roads with a posted speed limit above 65kph, the T1 signs must be replaced with a single AWVMS. If used on a central median, it must be placed 2m of the edge line on both carriageways. The shortest warning distance should be used e.g. for 100m – 1600m, try to use 100m. Where an AWVMS is used, taper (H) is optional.

– The contractor can work on foot either in front of or behind the work vehicle, they must stay clear of the live lane, lateral safety zones and the 10m roll ahead zone.

– The one hour restriction to the Semi-Static operation excludes establishment and disestablishment time.

– This plan is designed to be used mid-block and must not be used at an intersection. A minimum of 50m between the intersection and the worksite must be maintained, in both directions.

Appropriate AWVMS message for this set-up.

UTMD Reference:

300B(R)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

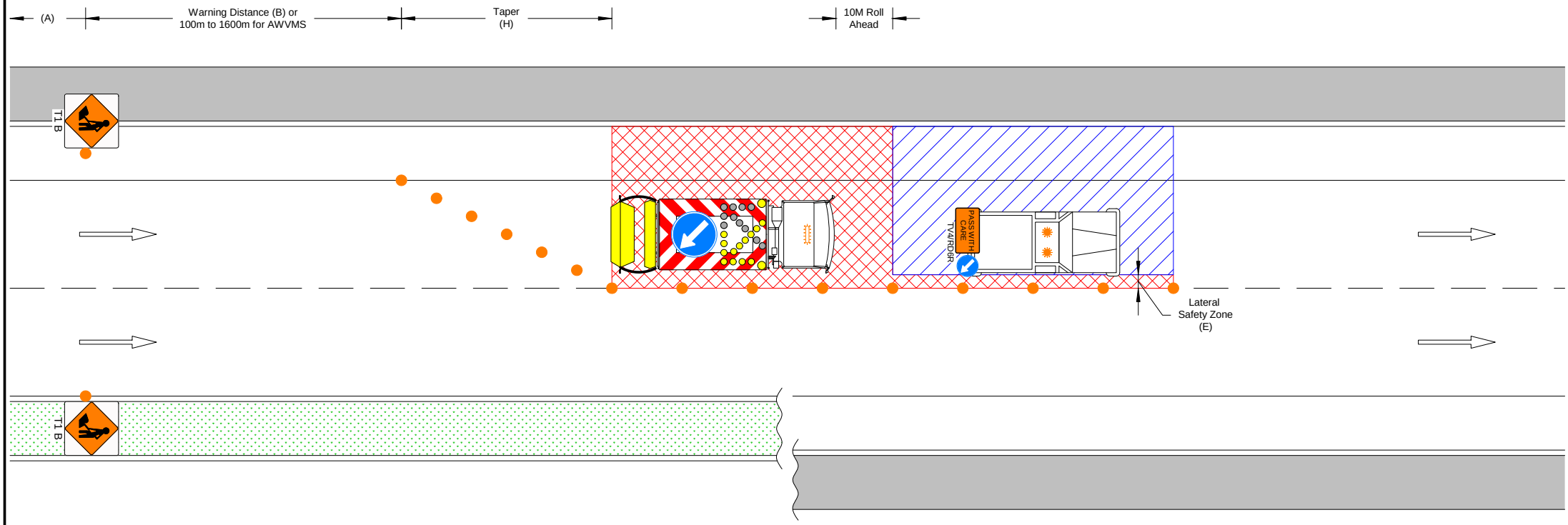
Date: JULY 2018

Road: ONE WAY TWO LANE

Operation: SEMI-STATIC

Submitted By:

Methodology:	ROAD LEVEL: L2
SEMI-STATIC	
Detail: LEFT LANE CLOSURE	SPEED LIMIT: ALL
Restrictions: **NIGHT WORK ONLY**	



Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– On roads with a posted speed limit above 65kph, the T1 signs must be replaced with a single AWVMS. If used on a central median, it must be placed 2m of the edge line on both carriageways. The shortest warning distance should be used e.g. for 100m – 1600m, try to use 100m. Where an AWVMS is used, taper (H) is optional.

– The contractor can work on foot either in front of or behind the work vehicle, they must stay clear of the live lane, lateral safety zones and the 10m roll ahead zone.

– The one hour restriction to the Semi-Static operation excludes establishment and disestablishment time.

– This plan is designed to be used mid-block and must not be used at an intersection. A minimum of 50m between the intersection and the worksite must be maintained, in both directions.

Appropriate AWVMS message for this set-up.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
300B(L)	Christchurch Transport Operations Centre	Version: 1 / Date: JULY 2018	ONE WAY TWO LANE	SEMI-STATIC
			Submitted By:	

Methodology:

SEMI-STATIC

Detail:

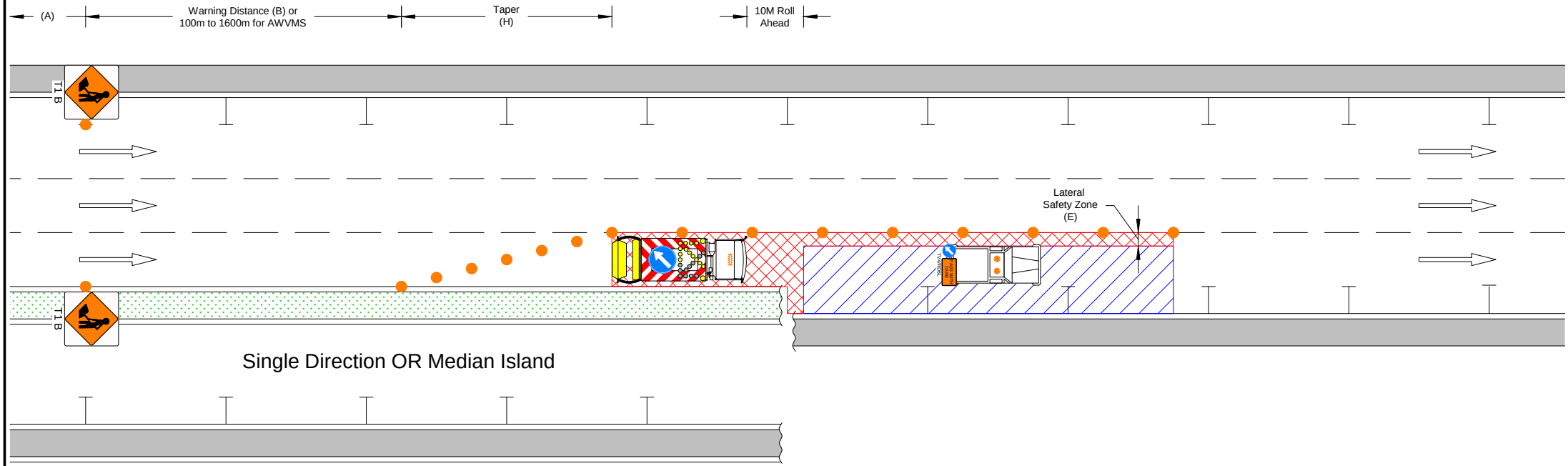
RIGHT LANE CLOSURE INTO CENTRE LANE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Single Direction OR Median Island

Notes:

– Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

– On roads with a posted speed limit above 65kph, the T1 signs must be replaced with a single AWVMS. If used on a central median, it must be placed 2m of the edge line on both carriageways. The shortest warning distance should be used e.g. for 100m – 1600m, try to use 100m. Where an AWVMS is used, taper (H) is optional.

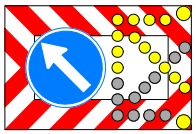
– The contractor can work on foot either in front of or behind the work vehicle, they must stay clear of the live lane, lateral safety zones and the 10m roll ahead zone.

– The one hour restriction to the Semi-Static operation excludes establishment and disestablishment time.

– This plan is designed to be used mid-block and must not be used at an intersection. A minimum of 50m between the intersection and the worksite must be maintained, in both directions.

Appropriate AWVMS message for this set-up.

ARROW LEFT



UTMD Reference:

301B(R)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: ONE WAY THREE LANE

Operation: SEMI-STATIC

Submitted By:

Methodology:

SEMI-STATIC

Detail:

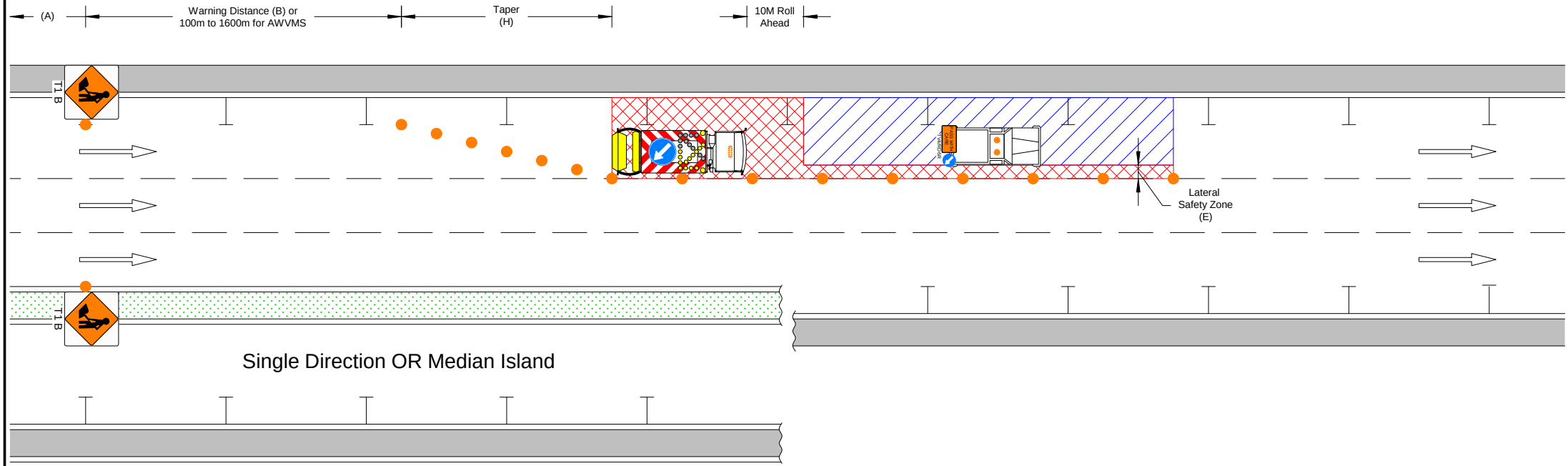
LEFT LANE CLOSURE INTO CENTRE LANE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Single Direction OR Median Island

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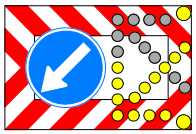
Appropriate AWVMS message for this set-up.

ARROW RIGHT



UTMD Reference:

301B(L)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

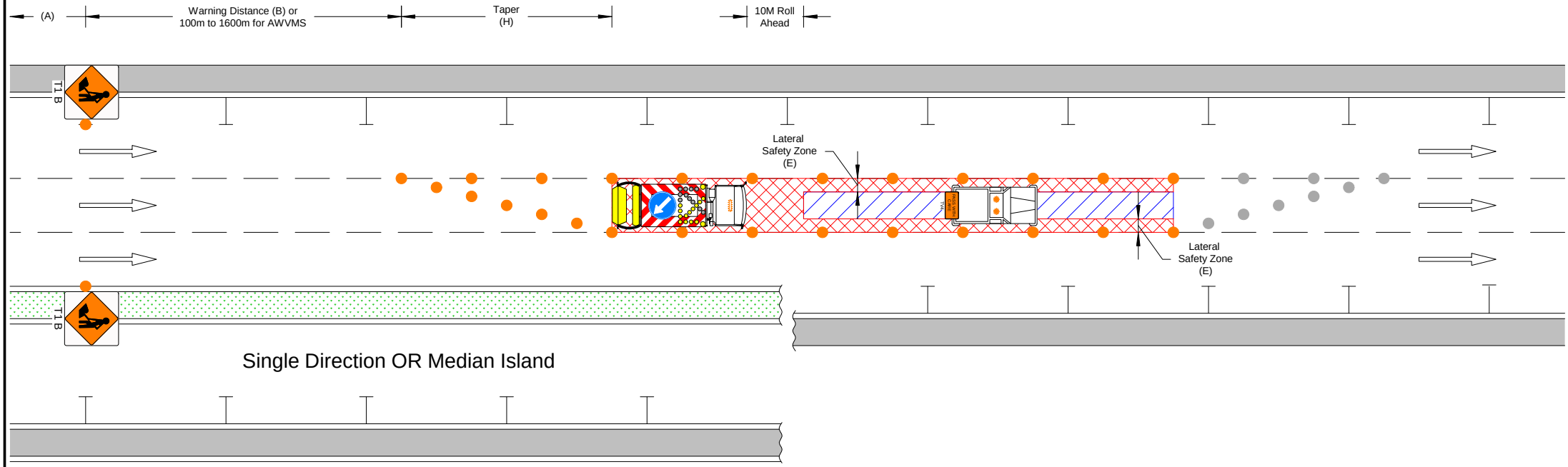
Date: JULY 2018

Road: ONE WAY THREE LANE

Operation: SEMI-STATIC

Submitted By:

Methodology:	ROAD LEVEL: L2
SEMI-STATIC	
Detail: CENTRE LANE MERGED RIGHT	SPEED LIMIT: UNDER 65KPH
Restrictions: **NIGHT WORK ONLY**	



Single Direction OR Median Island

Notes:

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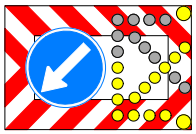
Appropriate AWVMS message for this set-up.

ARROW RIGHT



UTMD Reference: **302B(R)**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ONE WAY THREE LANE	Operation: SEMI-STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

SEMI-STATIC

Detail:

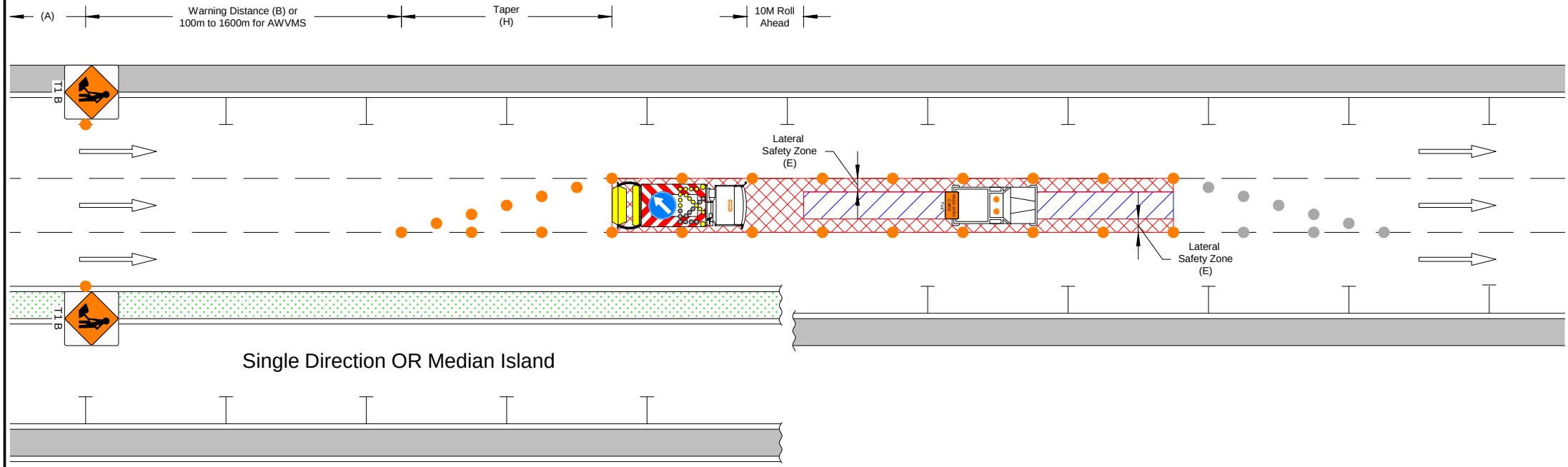
CENTRE LANE MERGED LEFT

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: UNDER 65KPH



Single Direction OR Median Island

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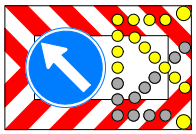
Appropriate AWVMS message for this set-up.

ARROW LEFT



UTMD Reference:

302B(L)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

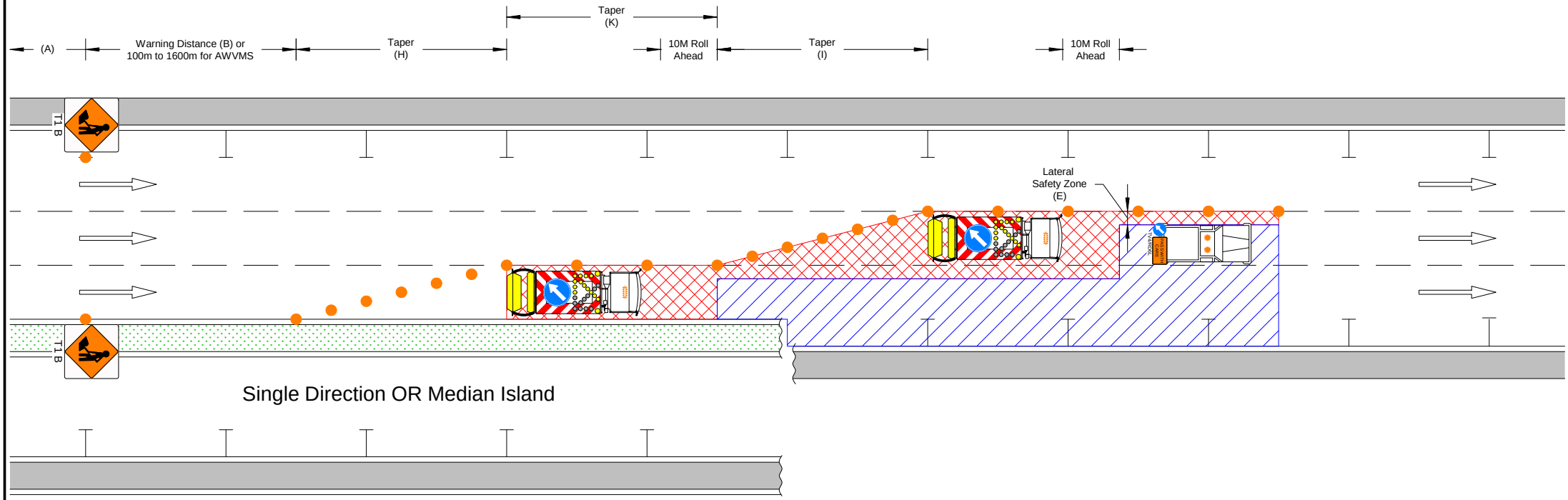
Date: JULY 2018

Road: ONE WAY THREE LANE

Operation: SEMI-STATIC

Submitted By:

Methodology:	ROAD LEVEL: L2
SEMI-STATIC	
Detail: RIGHT AND CENTRE LANE CLOSURE	SPEED LIMIT: ALL
Restrictions: **NIGHT WORK ONLY**	



Single Direction OR Median Island

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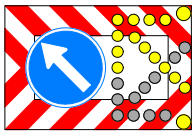
Appropriate AWVMS message for this set-up.

ARROW LEFT



UTMD Reference: **303B(R)**	Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road: ONE WAY THREE LANE	Operation: SEMI-STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1 / Date: JULY 2018	Submitted By:	

Methodology:

SEMI-STATIC

Detail:

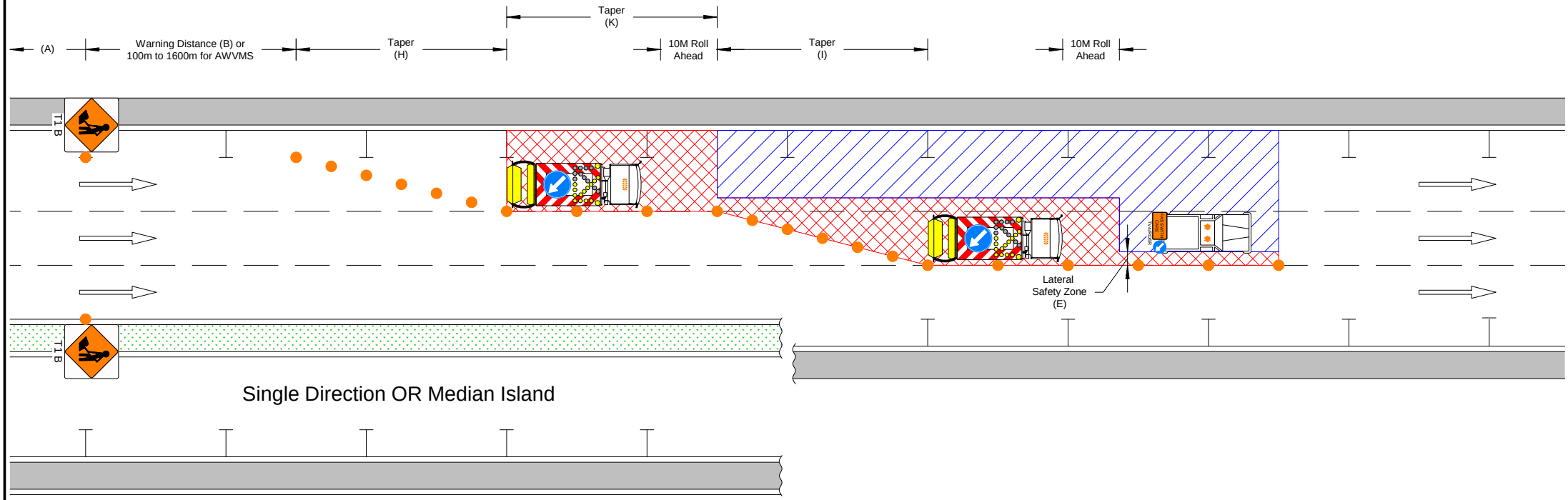
LEFT AND CENTRE LANE CLOSURE

Restrictions:

NIGHT WORK ONLY

ROAD LEVEL: L2

SPEED LIMIT: ALL



Single Direction OR Median Island

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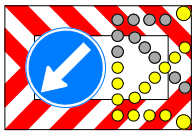
Appropriate AWVMS message for this set-up.

ARROW RIGHT



UTMD Reference:

303B(L)

Christchurch Transport Operations Centre

THIS DRAWING IS NOT TO ANY DEFINED SCALE

Version: 1

Date: JULY 2018

Road: ONE WAY THREE LANE

Operation: SEMI-STATIC

Submitted By: