



CHRISTCHURCH TRANSPORT OPERATIONS CENTRE

A partnership of Christchurch City Council, New Zealand Transport Agency and Environment Canterbury

Keeping Christchurch Moving

Bulletin 25: 25 August 2014

LOP T1 Chapter Update - Draft

Please find attached FYI and feedback a draft update of the LOP T1 chapter. The intent remains the same: to enable reduction in T1 signage where it is not providing value (ie low risk locations).

We have tried to simplify the application by defining four scenarios. The second scenario covers 'isolated' sites, and the third scenario reinstates the intention behind the CBD Catchment.

While we are not intending to declare formal catchment areas outside of the four avenues, if TTM providers wish to deploy a perimeter of T1s around certain areas, then this will be accepted by CTOC where it meets the intent of the chapter. In other words, a perimeter around the outskirts of a definable area of works that is clearly separated from other worksites (ie 'isolated') will be acceptable.

Amended wording will be incorporated into the next LOP update, so can you supply any final feedback by COP Friday 29th August please.

Regards

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DRAFT LOP CHAPTER

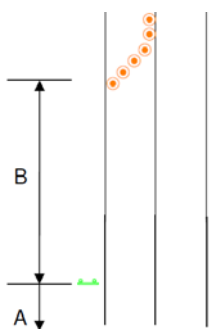
3. T1 ROADWORKS Signs

Ref C3.2.3, B1.4.1, C3.2.1

T1 ROADWORKS signs should be omitted in low risk situations where they do not add value. Four scenarios have been identified to facilitate risk assessment:

	Scenario Description	Requirement
1	Posted Speed Limit higher than 50kph	T1 signs must be deployed as per standard practice
2	'Isolated' worksites (significantly separated from other TTM sites)	T1 signs must be deployed as per standard practice
3	Christchurch CBD area within the four avenues	T1 signs must be omitted*
4	Other	T1 signs should be omitted* wherever risk is low. TMP Designer / STMS judgement to be used to assess road environment risk. Refer below for guidance

* Provided that the minimum sign requirement below is not compromised:



To ensure minimum sign visibility on the approach to the site, **at least one stand-mounted sign of size appropriate to the level of the road must be deployed a Warning Distance B prior to each closure.**

Under Scenario 4, T1 signs should be omitted wherever risk is low. Low risk sites will generally have:

- Good visibility. ie Minimum Warning Distance B and Sign Visibility Distance A available.
- Sign Spacing maintained.
- Be located near to other roadworks. ie in an area where roadworks are commonly encountered.
- Acceptable vehicle operating speeds for the road environment (85%ile speeds are approximately 50kph or less). This could be a result of: permanent road features, the TTM configuration providing effective speed management, temporary hazards being clearly recognisable or understandable through TTM devices / signage, surface condition regulating speeds etc.

Under this scenario TMP Designers / STMSs are empowered to judge when T1 signs are warranted due to the presence of significant risk factors, and deploy when needed. Examples could include hidden traffic queues, and reduced visibility at night.

Note regarding COPTTM definitions: If T1 signs were to be the only Advance Warning sign normally deployed in the Advance Warning zone for the site, then application of the above would result in omission of the 'Advance Warning zone' as defined by COPTTM. In this situation, the first signs and devices encountered would be part of the 'Direction and Protection' zone as defined by COPTTM. Given the risk assessment approach and minimum Warning Distance requirements above, this is considered to be acceptable.

The 'Advance Warning' zone definition in COPTTM is not considered to need amendment to reflect the omission of T1 signs.