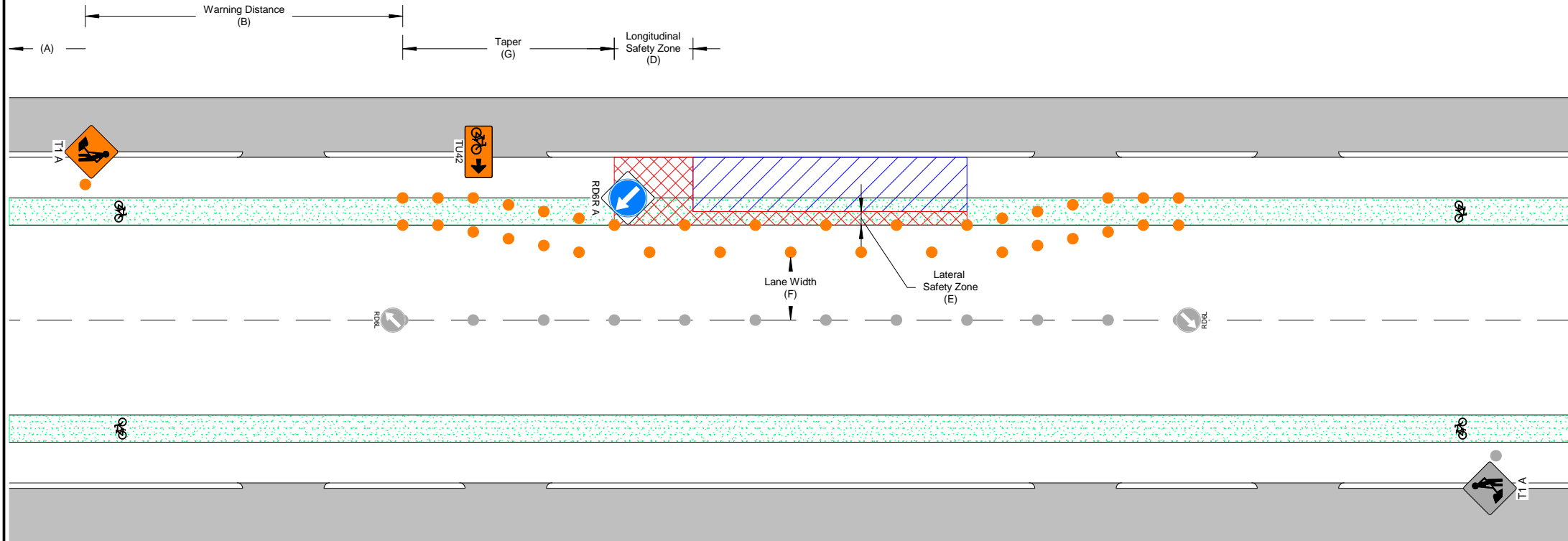


CYCLE LANE CLOSURE

DIVERTED INTO
TEMPORARY CYCLE LANE

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.
- ‘T2/Extreme Care Cyclist Merging’ are not required to be established on side roads.
- A coned centre line should be considered when an STMS witnesses vehicles crossing the painted centre line.

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

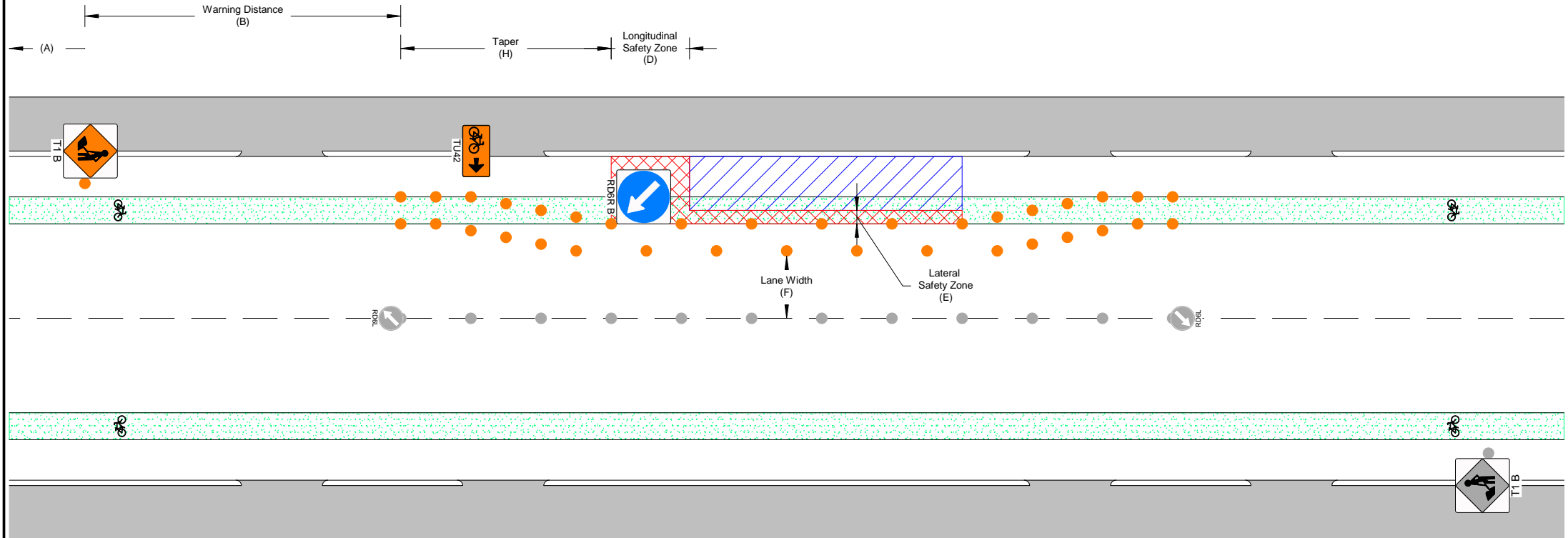
* a minimum lane width of 1.5m is required if the temporary cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference: <div>0.90A</div>		 Copyright Christchurch Transport Operation Centre ©	Road: Two Way Two Lane		Closure: Diverted Into Temporary Cycle Lane		
Version: -	Date: Dec 2016		Operation: Static	Level: LV & L1	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Submitted By:	

CYCLE LANE CLOSURE

DIVERTED INTO
TEMPORARY CYCLE LANE

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.
- ‘T2/Extreme Care Cyclist Merging’ are not required to be established on side roads.
- A coned centre line should be considered when an STMS witnesses vehicles crossing the painted centre line.

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 temporary cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

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Version: -	Date: Dec 2016		Operation: Static	Level: L2	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Submitted By:

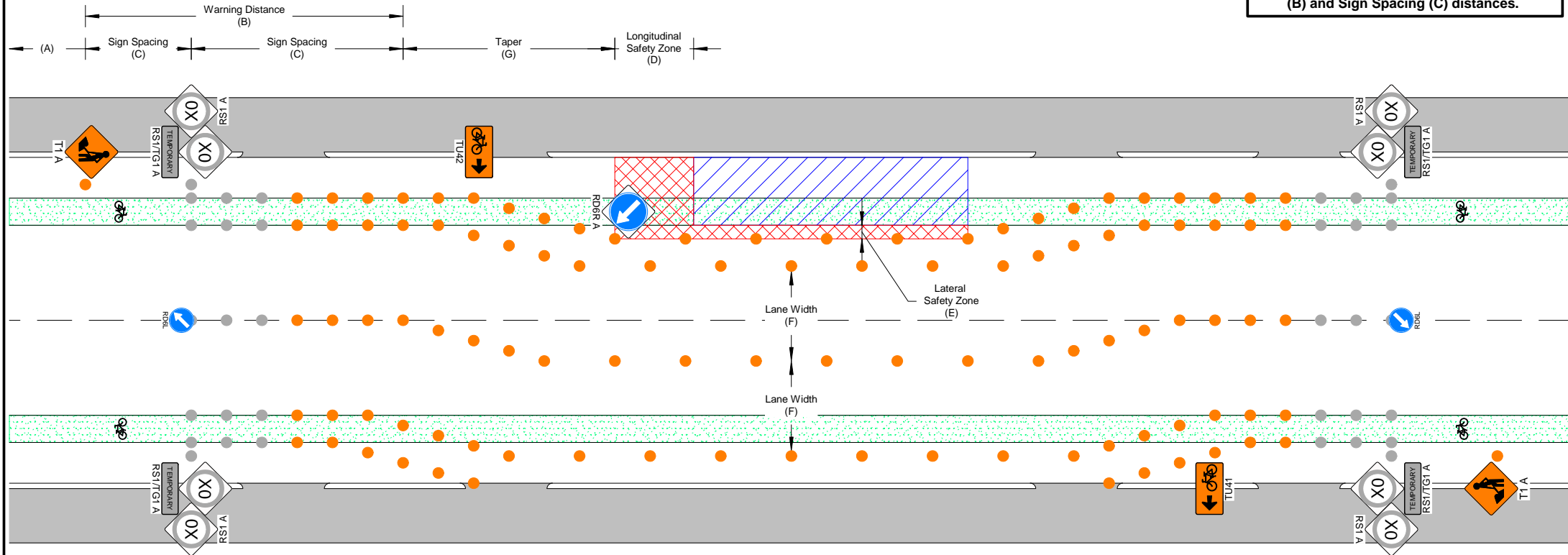
CYCLE LANES CLOSED

DIVERTED INTO
TEMPORARY CYCLE LANES V1

ROAD LEVEL: LV & L1
SPEED LIMIT: ALL

TSLs ONLY TO BE USED WHEN REQUIRED

STMS must check best practice for speed management booklet to confirm if/what TSL is required. When a TSL is not required site must be set up using appropriate Warning Distance (B) and Sign Spacing (C) distances.



Notes:

- For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.
- 'T2/Extreme Care Cyclist 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.

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 temporary cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:

0.91A



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Road:

Two Way Two Lane

Operation:

Static

Level:

LV & L1

Closure:

Cycle Lanes Closed - Temporary Cycle Lanes V1

THIS DRAWING IS NOT
TO ANY DEFINED SCALE

Submitted By:

Version: -

Date: Dec 2016

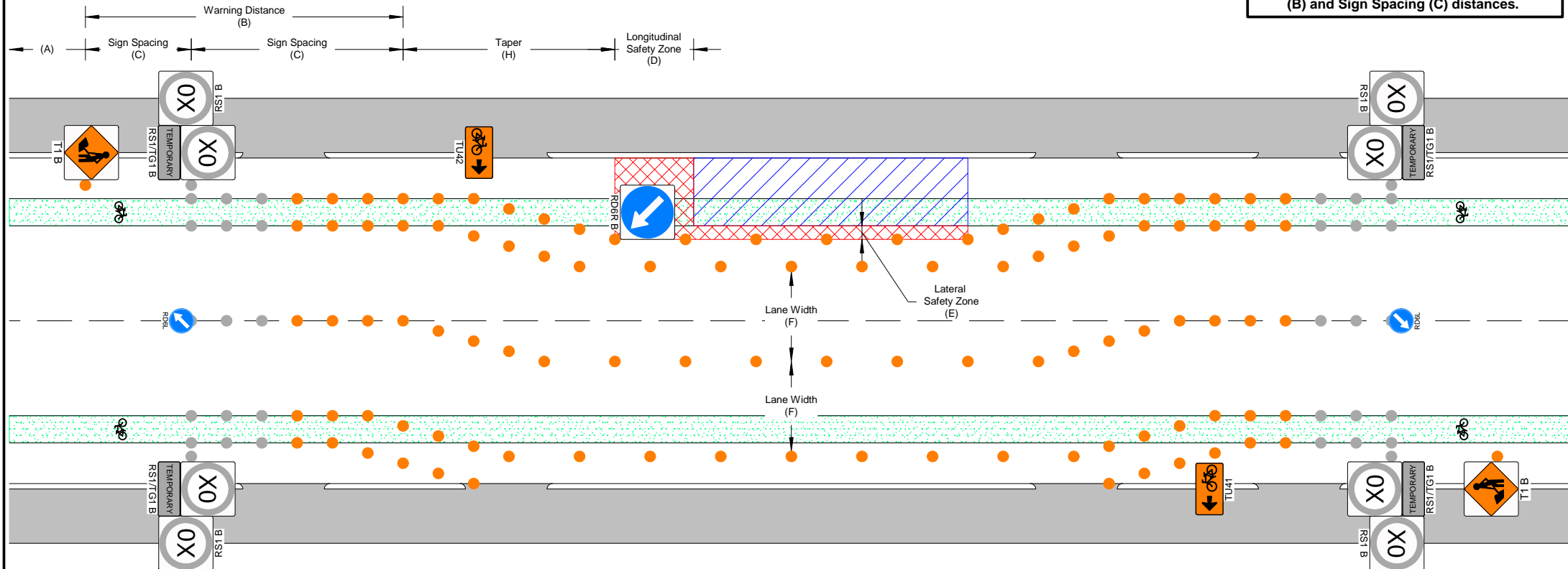
CYCLE LANES CLOSED

DIVERTED INTO
TEMPORARY CYCLE LANES V1

ROAD LEVEL: L2
SPEED LIMIT: ALL

TSLs ONLY TO BE USED WHEN REQUIRED

STMS must check best practice for speed management booklet to confirm if/what TSL is required. When a TSL is not required site must be set up using appropriate Warning Distance (B) and Sign Spacing (C) distances.



Notes:

- For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.
- ‘T2/Extreme Care Cyclist Merging’ are not required to be established on side roads.
- A coned centre line should be considered when an STMS witnesses vehicles crossing the painted centre line.

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 temporary cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

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Road:

Two Way Two Lane

Operation:

Static

Level:

L2

Closure:

Cycle Lanes Closed - Temporary Cycle Lanes V1

THIS DRAWING IS NOT
TO ANY DEFINED SCALE

Submitted By:

Version: -

Date: Dec 2016

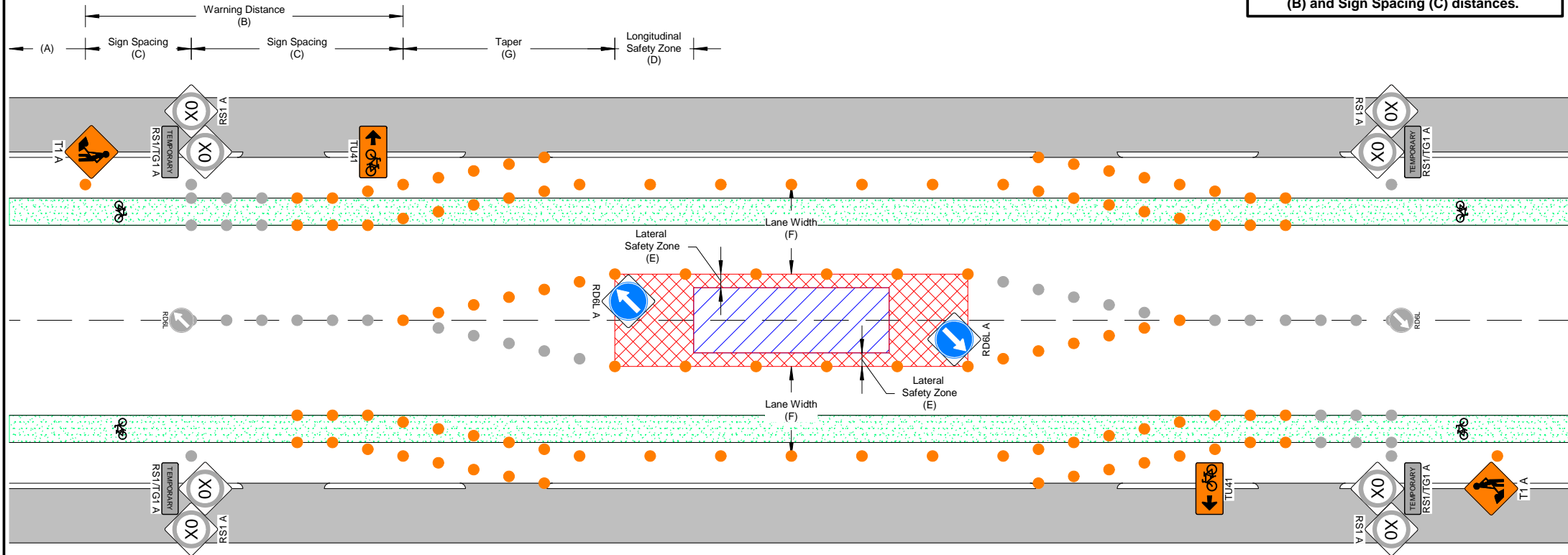
CYCLE LANES CLOSED

DIVERTED INTO
TEMPORARY CYCLE LANES V2

ROAD LEVEL: LV & L1
SPEED LIMIT: ALL

TSLs ONLY TO BE USED WHEN REQUIRED

STMS must check best practice for speed management booklet to confirm if/what TSL is required. When a TSL is not required site must be set up using appropriate Warning Distance (B) and Sign Spacing (C) distances.



Notes:

- For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.
- 'T2/Extreme Care Cyclist Merging' are not required to be established on side roads.
- A coned centre line should be considered when an STMS witnesses vehicles crossing the painted centre line.

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 temporary cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

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0.92A

Version: -

Date: Dec 2016



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Road:

Two Way Two Lane

Operation:

Static

Level:

LV & L1

Closure:

Cycle Lanes Closed - Temporary Cycle Lanes V2

THIS DRAWING IS NOT
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Submitted By:

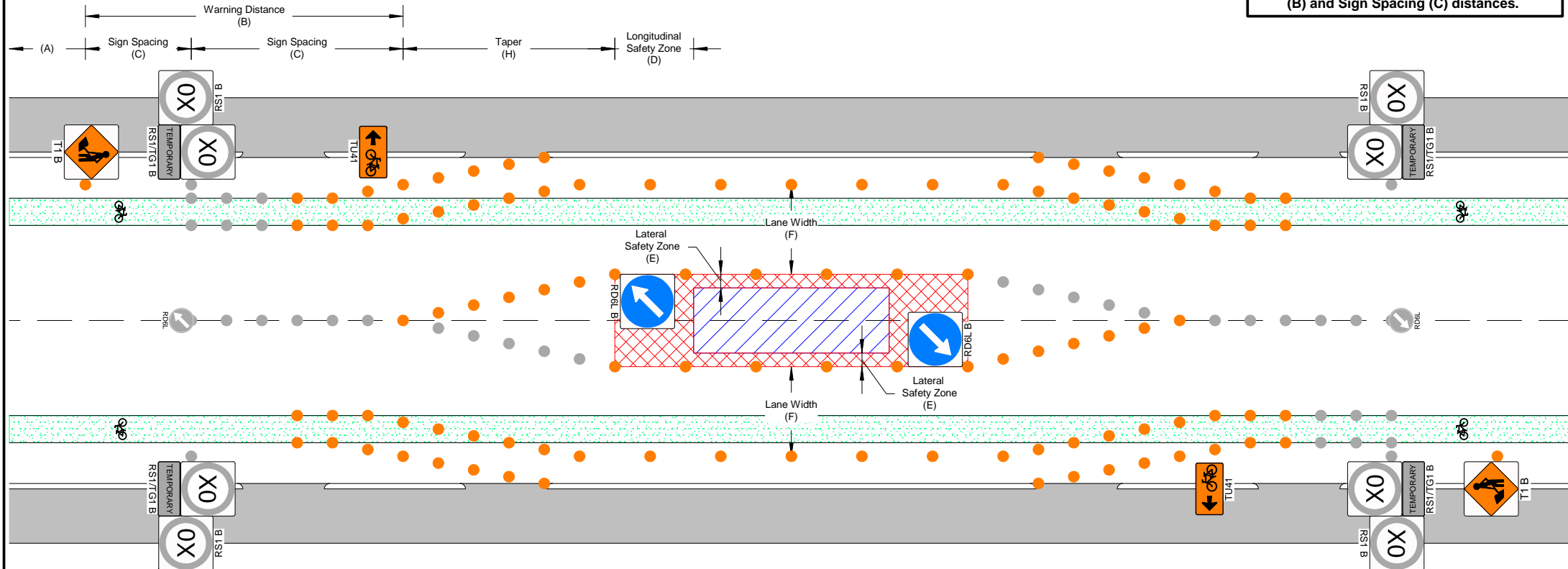
CYCLE LANES CLOSED

DIVERTED INTO
TEMPORARY CYCLE LANES V2

ROAD LEVEL: L2
SPEED LIMIT: ALL

TSLs ONLY TO BE USED WHEN REQUIRED

STMS must check best practice for speed management booklet to confirm if/what TSL is required. When a TSL is not required site must be set up using appropriate Warning Distance (B) and Sign Spacing (C) distances.



Notes:

- For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.
- 'T2/Extreme Care Cyclist Merging' are not required to be established on side roads.
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Temporary Cycle Lane Widths - CoPTTM C13.3.3

Type of lane	Posted Speed Limit	Minimum Width
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	Above 50kph	1.5m

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

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Road:

Two Way Two Lane

Operation:

Static

Level:

L2

Closure:

Cycle Lanes Closed - Temporary Cycle Lanes V2

THIS DRAWING IS NOT
TO ANY DEFINED SCALE

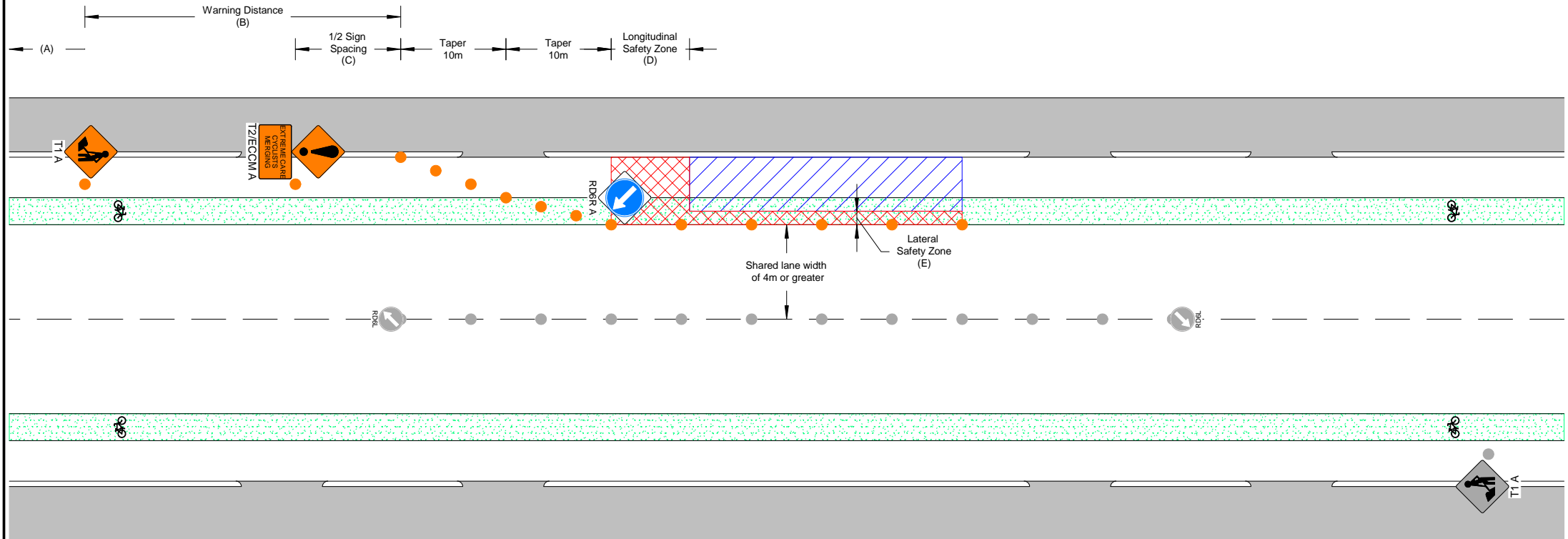
Submitted By:

Version: -


Date: Dec 2016

CYCLISTS MERGING INTO TRAFFIC LANE

ROAD LEVEL: LV & L1
SPEED LIMIT: UNDER 65KPH



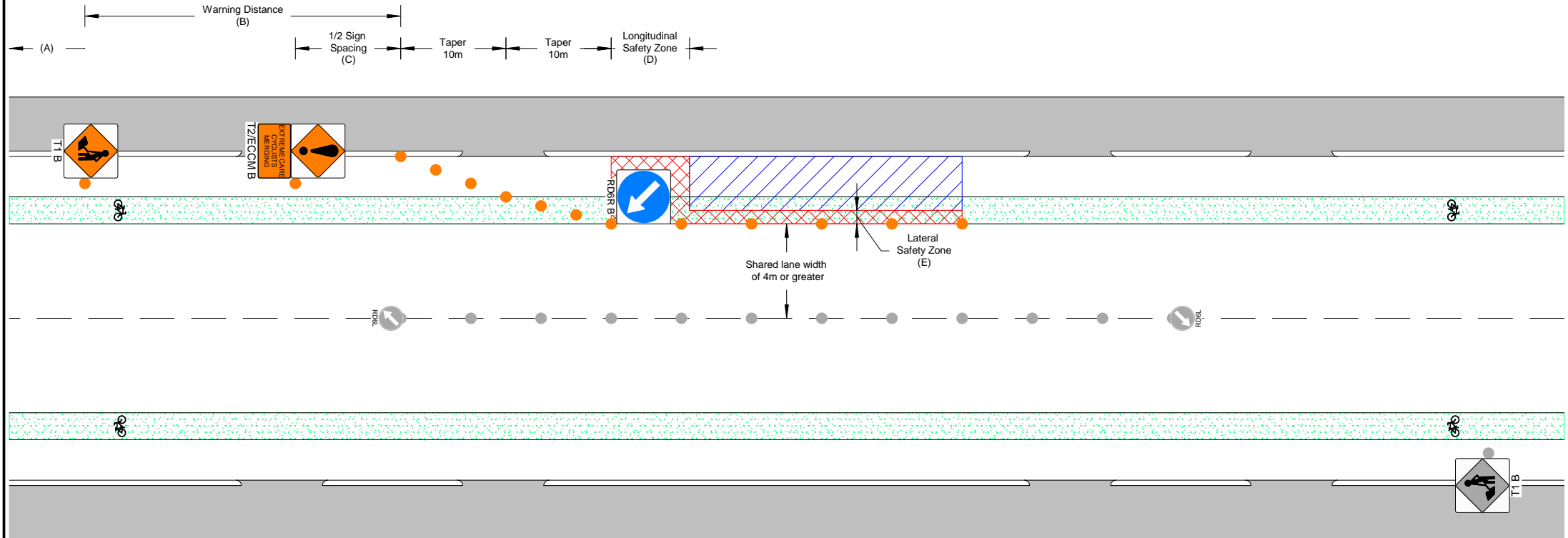
- 'T2/Extreme Care Cyclist Merging' are not required to be established on side roads.
- A coned centre line should be considered when an STMS witnesses vehicles crossing the painted centre line.

UTMD Reference: 0.93A		 Copyright Christchurch Transport Operation Centre ©	Road: Two Way Two Lane		Closure: Cycle Lane Closure - Merging Into Traffic Lane	
Version: -	Date: Dec 2016		Operation: Static	Level: LV & L1	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Submitted By:

CYCLE LANE CLOSURE


CYCLISTS MERGING
INTO TRAFFIC LANE

ROAD LEVEL: L2
SPEED LIMIT: UNDER 65KPH



Notes:

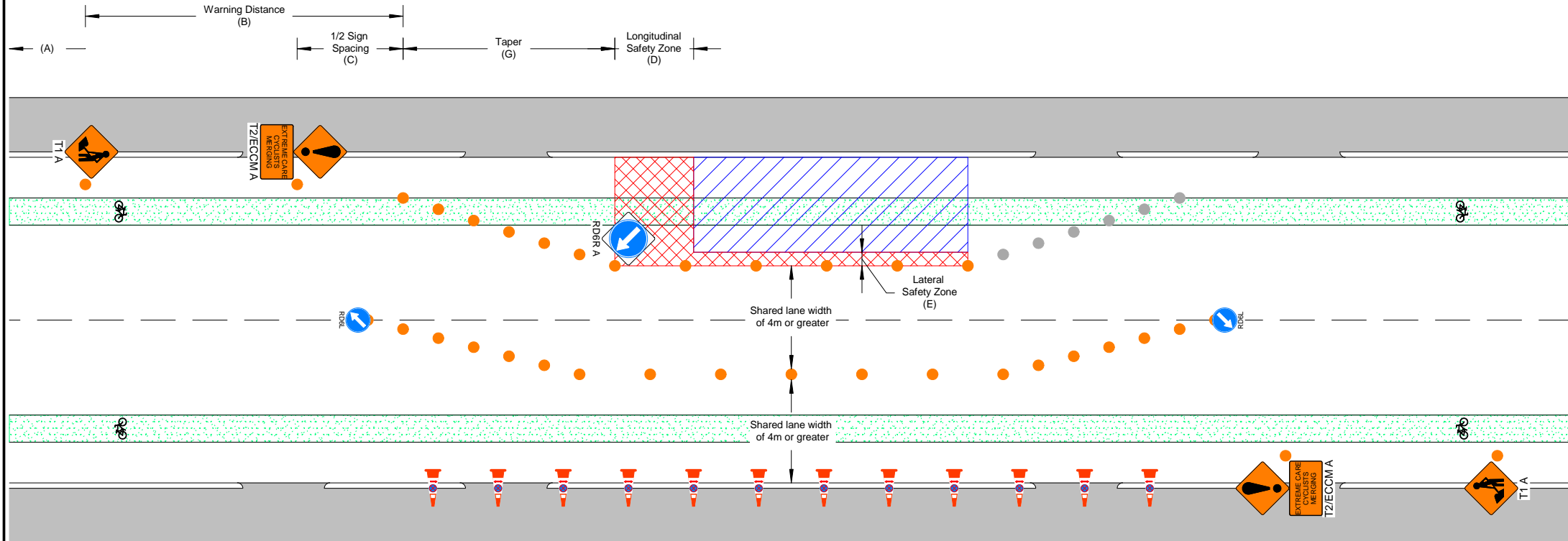
- 'T2/Extreme Care Cyclist Merging' are not required to be established on side roads.
- A coned centre line should be considered when an STMS witnesses vehicles crossing the painted centre line.

UTMD Reference: 0.93B Version: - Date: Dec 2016	 Christchurch Transport Operations Centre Copyright Christchurch Transport Operation Centre ©	Road: Two Way Two Lane Operation: Static Level: L2	Closure: Cycle Lane Closure - Merging Into Traffic Lane THIS DRAWING IS NOT TO ANY DEFINED SCALE Submitted By:	
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TWO LANE DIVERSION

CYCLISTS AND VEHICLES
MERGING (NO TSL) V1

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.
- 'T2/Extreme Care Cyclist 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:

0.94A

Version: -

Date: Dec 2016



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Road:

Two Way Two Lane

Operation:

Static

Level:

LV & L1

Closure:

Two Lane Diversion - Cyclists Merging, No TSL V1

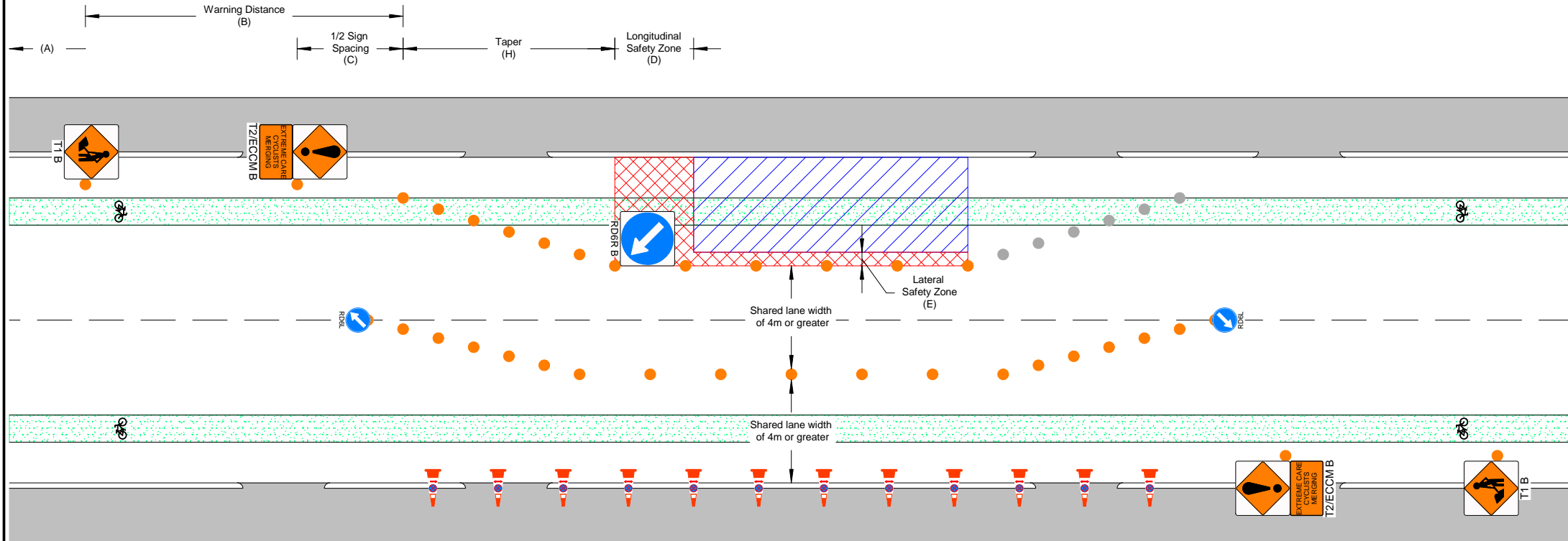
THIS DRAWING IS NOT
TO ANY DEFINED SCALE

Submitted By:

TWO LANE DIVERSION


CYCLISTS AND VEHICLES
MERGING (NO TSL) V1

ROAD LEVEL: L2
SPEED LIMIT: UNDER 65KPH



Notes:

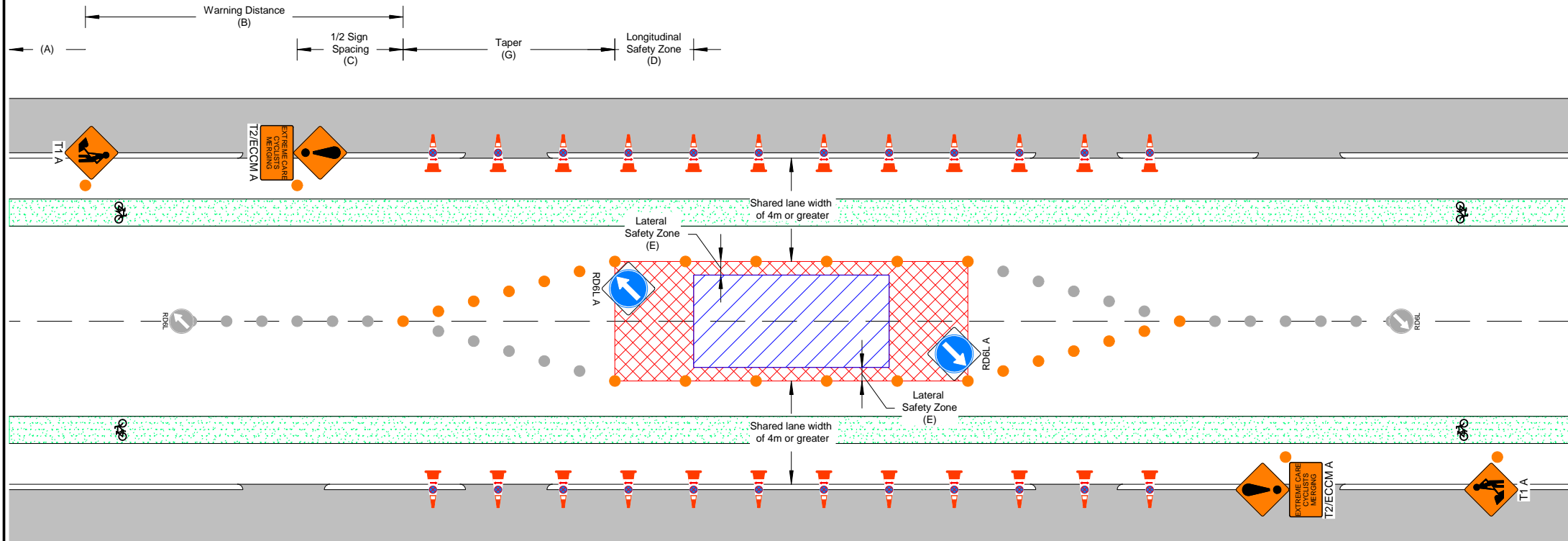
- For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.
- 'T2/Extreme Care Cyclist Merging' are not required to be established on side roads.
- Where Cyclists and/or vehicles are being pushed into a shoulder, where there is no defined edge, the STMS will need to install additional cones to highlight the edge of seal.

<p>UTMD Reference:</p> <p>0.94B</p> <p>Version: -</p>	<p> Christchurch Transport Operations Centre</p> <p>Copyright Christchurch Transport Operation Centre ©</p>	<p>Road:</p> <p>Two Way Two Lane</p> <p>Operation:</p> <p>Static</p>	<p>Level:</p> <p>L2</p>	<p>Closure:</p> <p>Two Lane Diversion - Cyclists Merging, No TSL V1</p> <p>THIS DRAWING IS NOT TO ANY DEFINED SCALE</p>	<p>Submitted By:</p>
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TWO LANE DIVERSION

CYCLISTS AND VEHICLES
MERGING (NO TSL) V2

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.
- 'T2/Extreme Care Cyclist 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.

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0.95A

Version: -

Date: Dec 2016



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Road:

Two Way Two Lane

Operation:

Static

Level:

LV & L1

Closure:

Two Lane Diversion- Cyclists Merging, No TSL V2

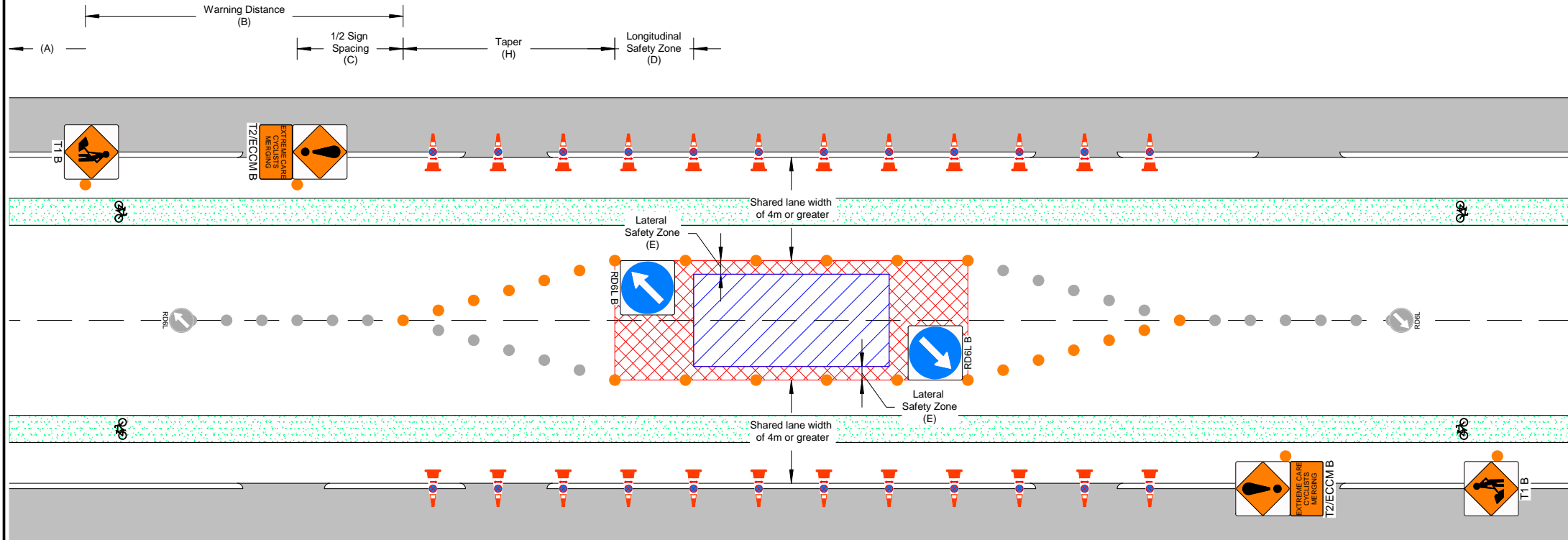
THIS DRAWING IS NOT
TO ANY DEFINED SCALE

Submitted By:

TWO LANE DIVERSION

CYCLISTS AND VEHICLES
MERGING (NO TSL) V2

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.
- 'T2/Extreme Care Cyclist 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.

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Road:

Two Way Two Lane

Operation:

Static

Level:

L2

Closure:

Two Lane Diversion- Cyclists Merging, No TSL V2

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Submitted By:

Version: -

Date: Dec 2016

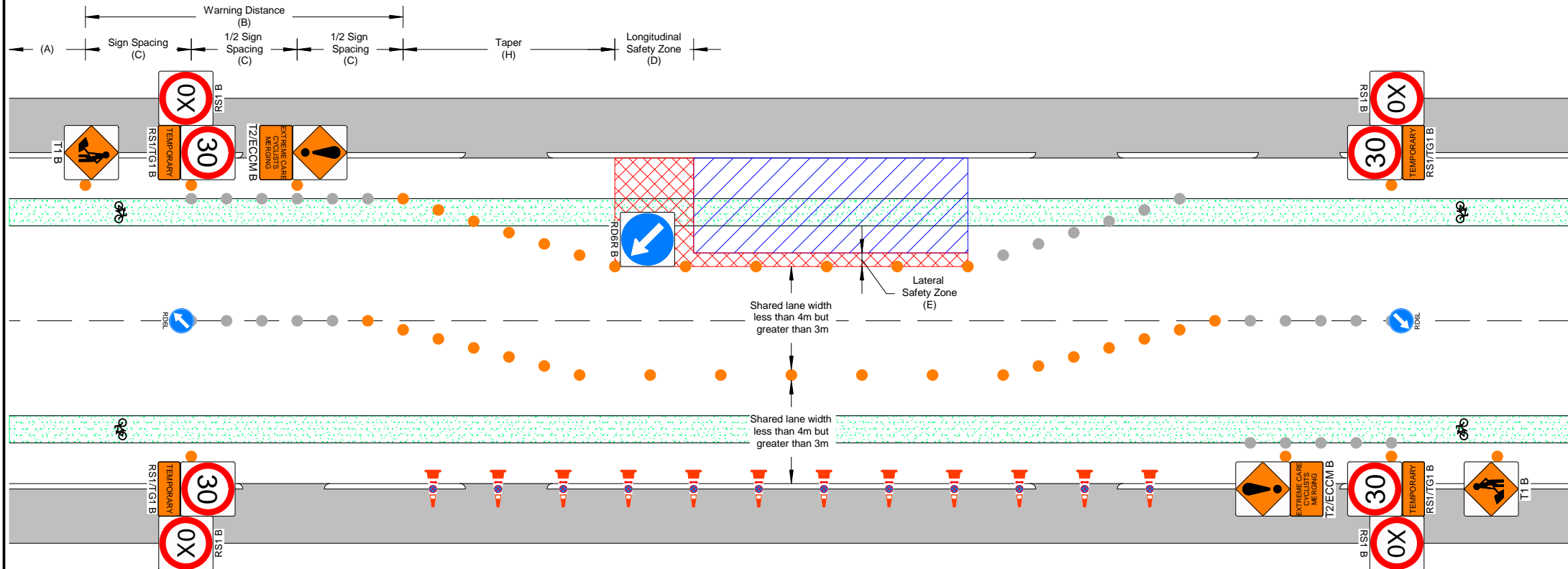
ROAD LEVEL: LV & L1
SPEED LIMIT: ALL



TWO LANE DIVERSION

CYCLISTS AND VEHICLES
MERGING (WITH TSL) V1

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.
- 'T2/Extreme Care Cyclist 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:

0.96B

Version: -

Date: Dec 2016

Christchurch
Transport Operations Centre

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Road:

Two Way Two Lane

Operation:

Static

Level:

L2

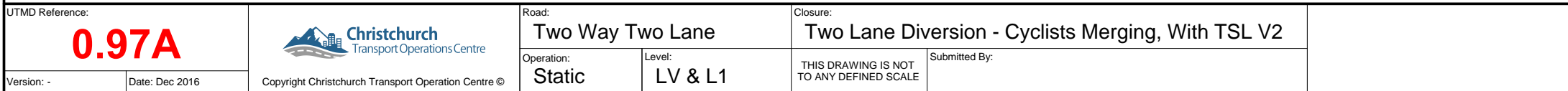
Closure:

Two Lane Diversion - Cyclists Merging, With TSL V1

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TO ANY DEFINED SCALE

Submitted By:

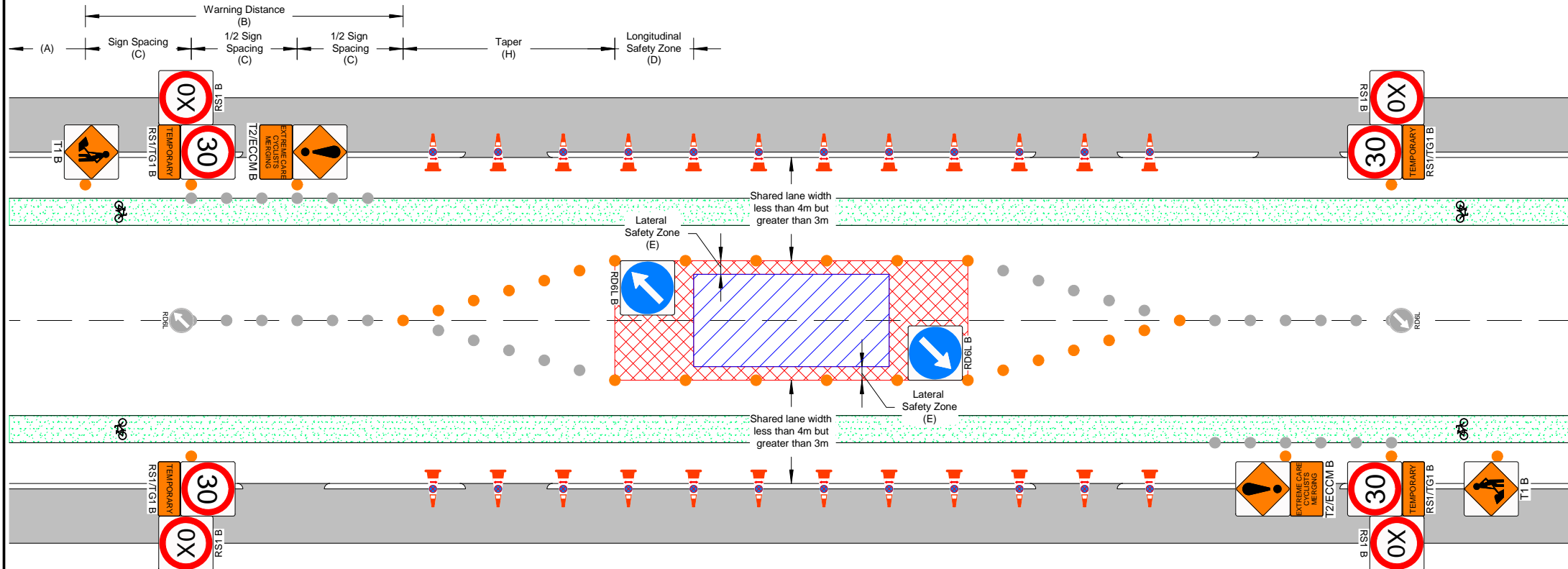
ROAD LEVEL: LV & L1
SPEED LIMIT: ALL



TWO LANE DIVERSION

CYCLISTS AND VEHICLES
MERGING (WITH TSL) V2

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.
- 'T2/Extreme Care Cyclist 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.

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Version: -

Date: Dec 2016



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Road:

Two Way Two Lane

Operation:

Static

Level:

L2

Closure:

Two Lane Diversion - Cyclists Merging, With TSL V2

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TO ANY DEFINED SCALE

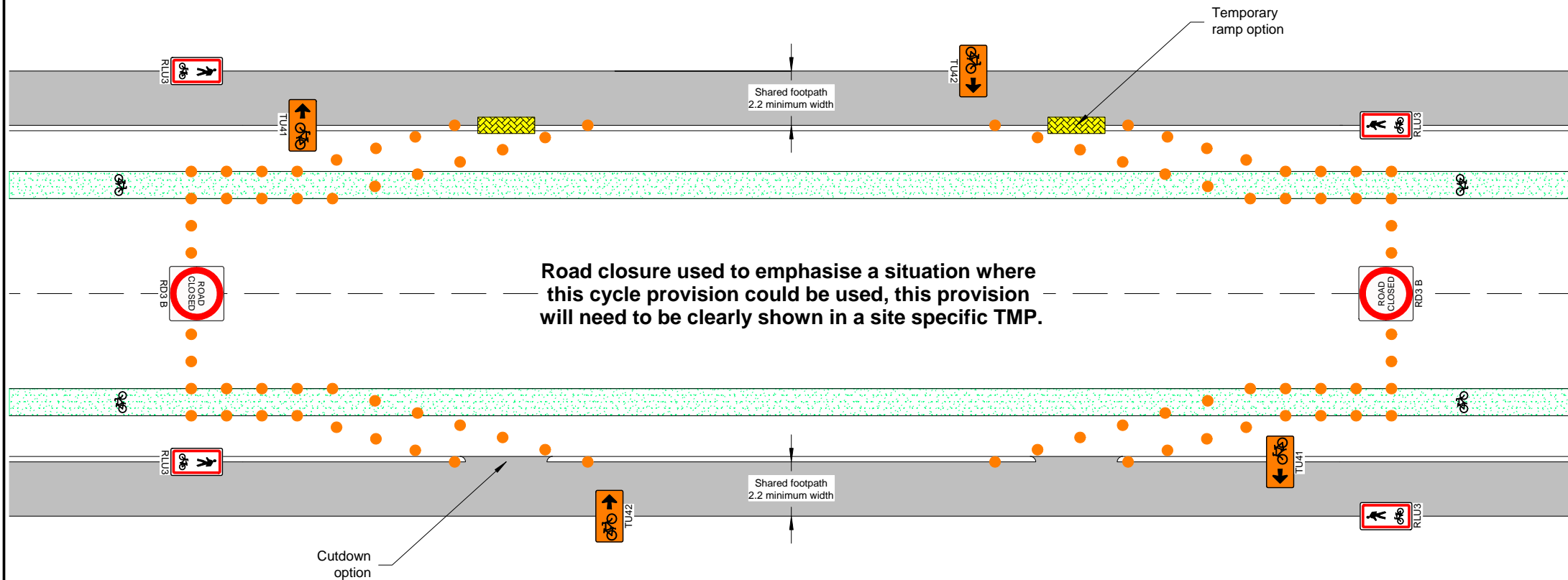
Submitted By:

CYCLE LANE CLOSURE

SHARED FOOTPATH

ROAD LEVEL: ALL
SPEED LIMIT: ALL

EXAMPLE ONLY



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:

INFO 1

Version: -

Date: Dec 2016



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Road:

Two Way Two Lane

Operation:

Static

Level:

All

Closure:

Cycle Lane Closure - Shared Footpath

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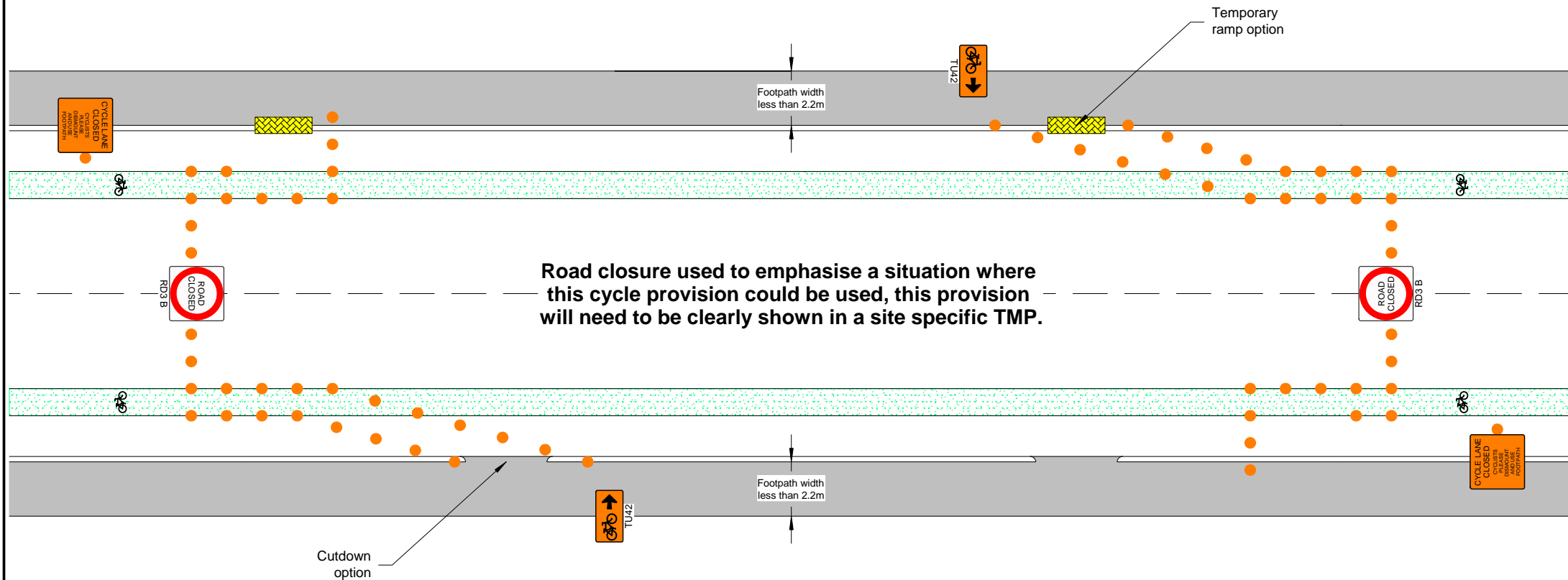
Submitted By:

CYCLE LANE CLOSURE

CYCLISTS DISMOUNT

ROAD LEVEL: ALL
SPEED LIMIT: ALL

EXAMPLE ONLY



CYCLE LANE CLOSED
CYCLISTS
PLEASE
DISMOUNT
AND USE
FOOTPATH

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:

INFO 2

Version: -

Date: Dec 2016



Christchurch
Transport Operations Centre

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Road:

Two Way Two Lane

Operation:

Static

Level:

All

Closure:

Cycle Lane Closure - Cyclists Dismount

THIS DRAWING IS NOT
TO ANY DEFINED SCALE

Submitted By: