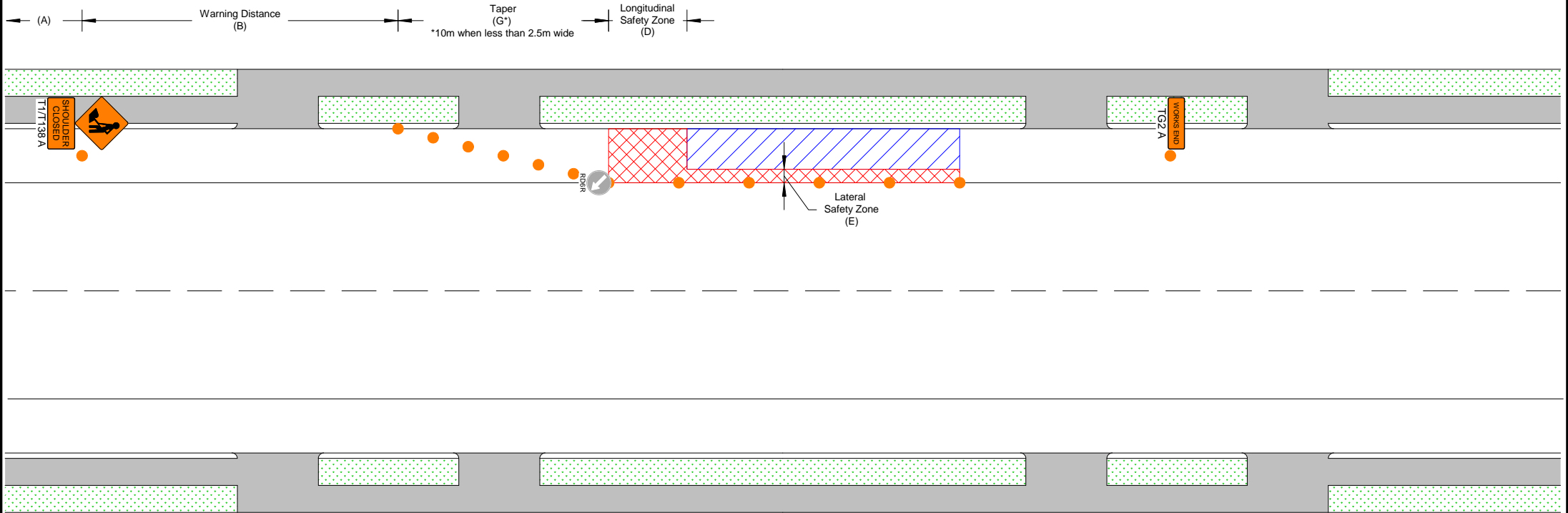



Methodology:	SHOULDER CLOSURE
Detail:	ROAD LEVEL: LV & L1
Restrictions:	SPEED LIMIT: ALL

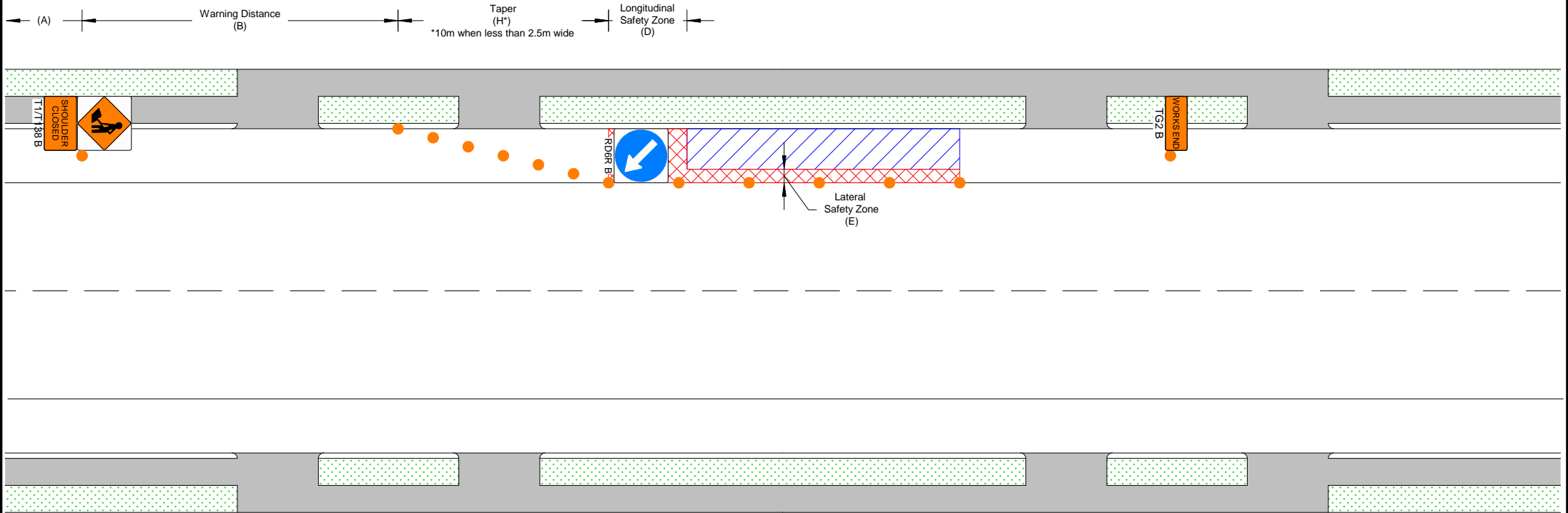



Notes:

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

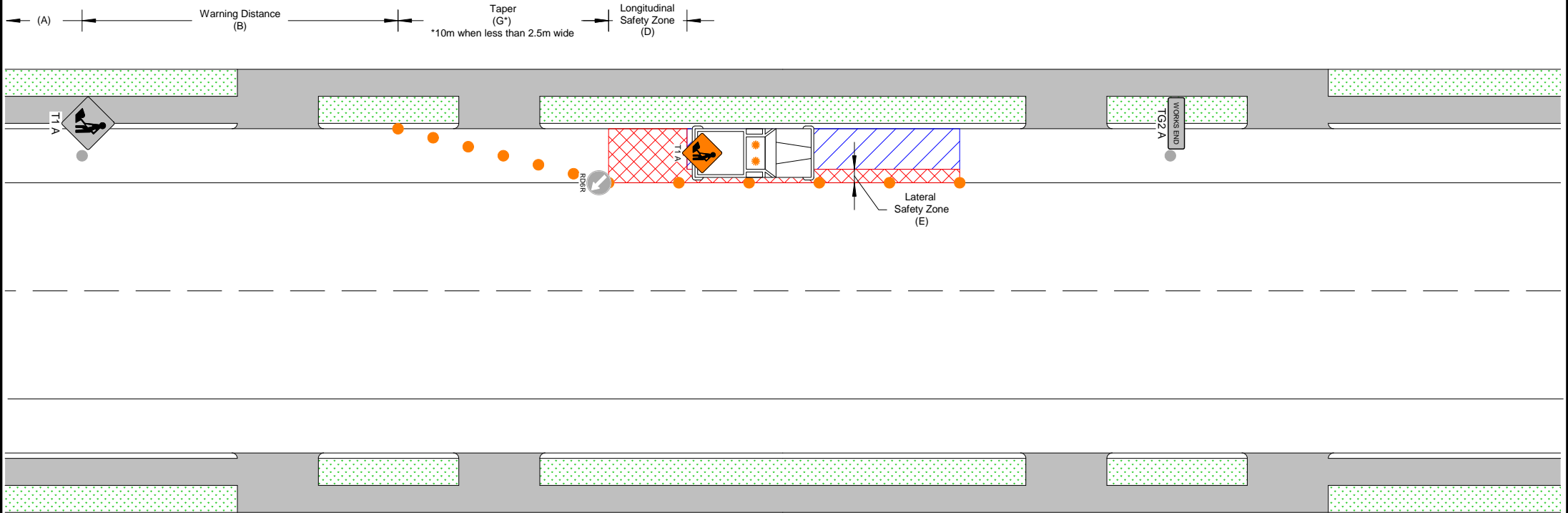
UTMD Reference: 001A	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: ANY	Operation: STATIC	
		Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	SHOULDER CLOSURE
Detail:	ROAD LEVEL: L2
Restrictions:	SPEED LIMIT: ALL




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

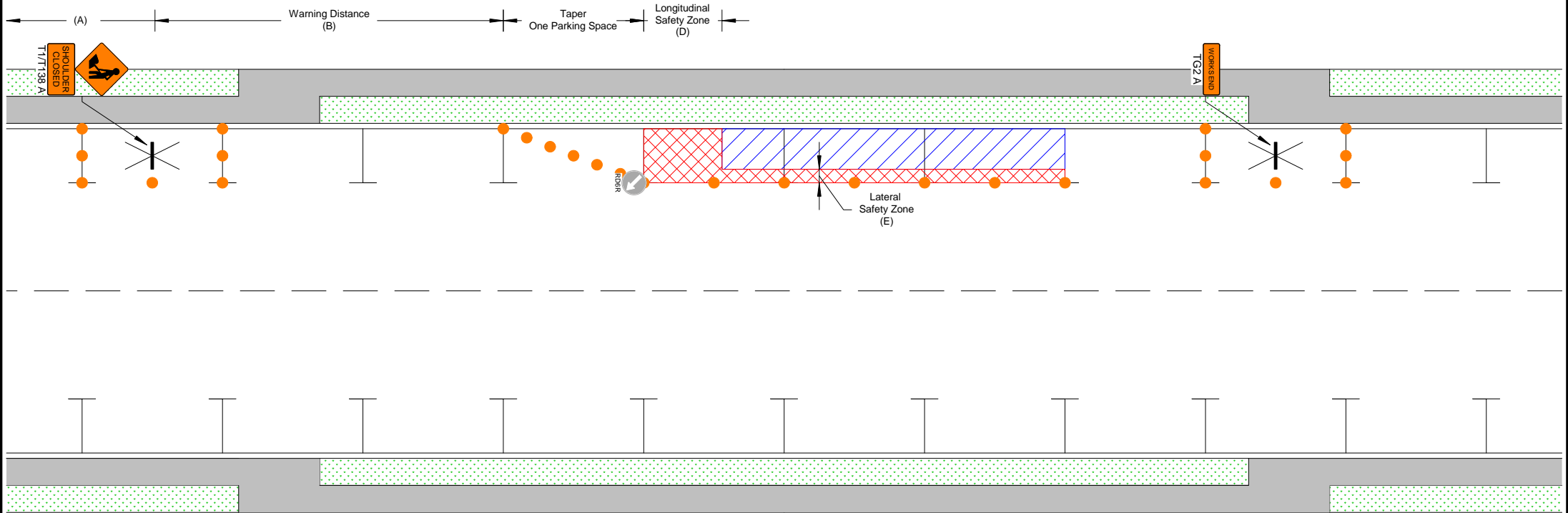
Methodology:	SHOULDER CLOSURE	ROAD LEVEL: LV & L1
Detail:	VEHICLE MOUNTED T1	
Restrictions:		SPEED LIMIT: UNDER 65KPH



- 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:	ANY	Operation:	STATIC	
002A	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:		

Methodology:	SHOULDER CLOSURE	ROAD LEVEL: LV & L1
Detail:	PARKING BAY CLOSED	
Restrictions:		SPEED LIMIT: ALL

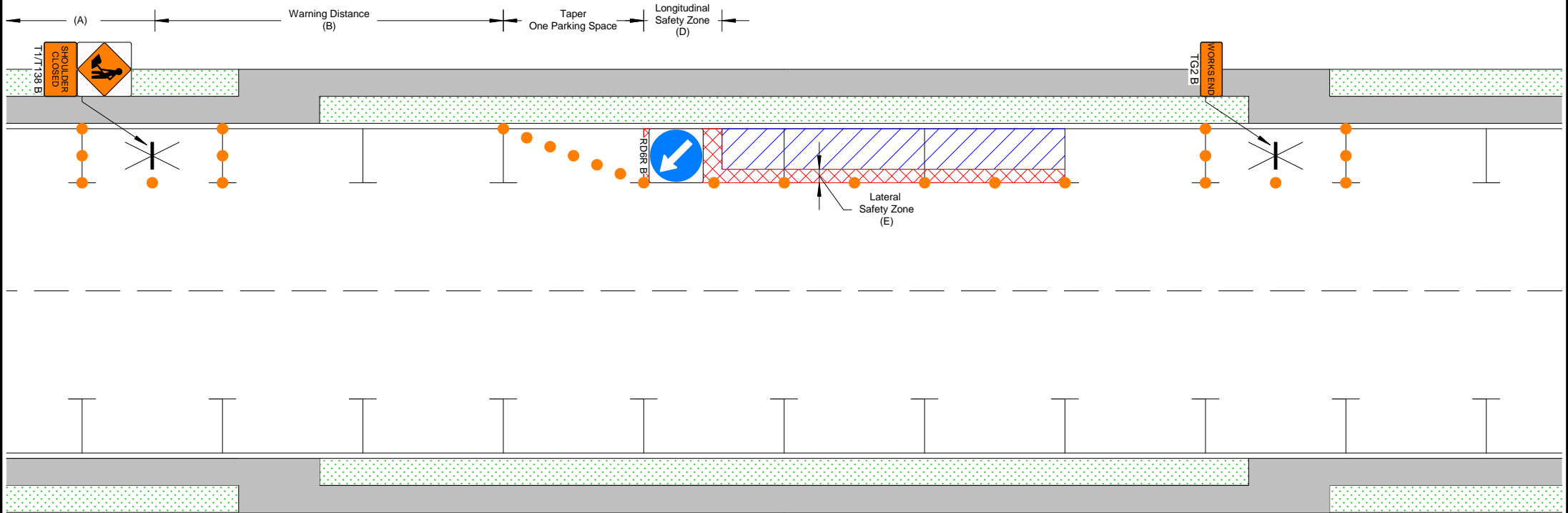



Notes:

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

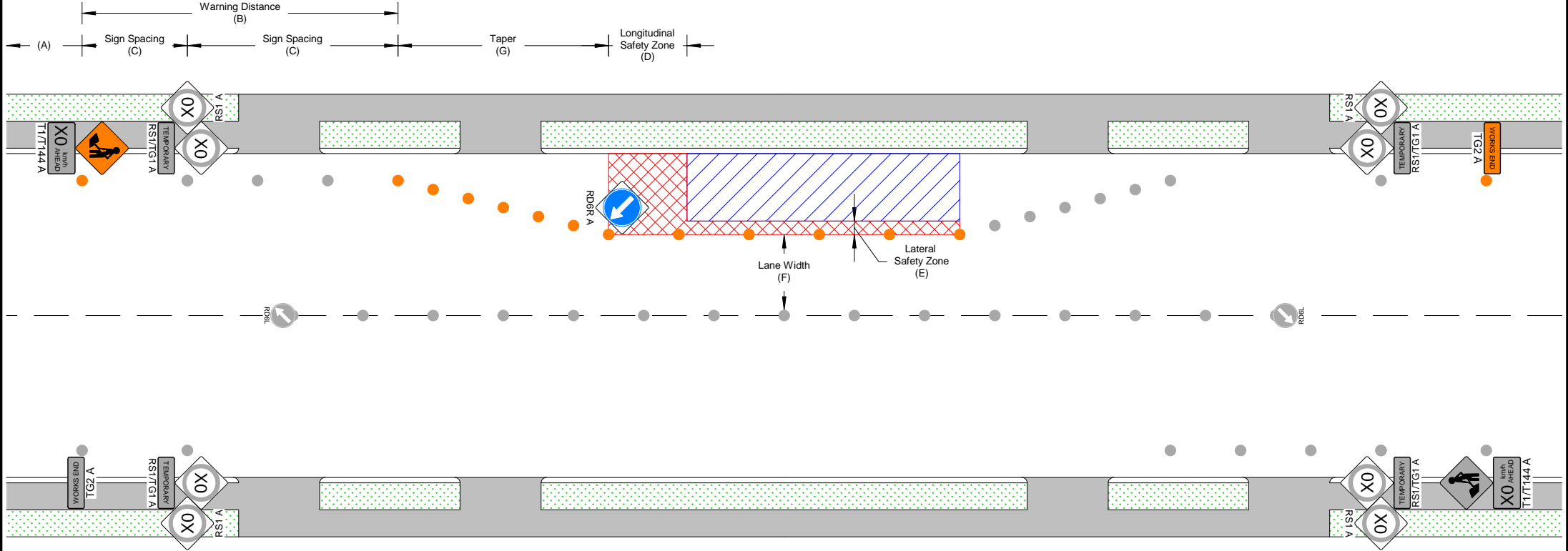
UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	ANY	Operation:	STATIC	
003A		Version:	1	Date:	JULY 2018	Submitted By:		

Methodology:	SHOULDER CLOSURE	ROAD LEVEL: L2
Detail:	PARKING BAY CLOSED	
Restrictions:		SPEED LIMIT: ALL




UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	ANY	Operation:	STATIC	
003B		Version:	1	Date:	JULY 2018	Submitted By:		

Methodology:	ROAD LEVEL: LV & L1
Detail:	
Restrictions:	SPEED LIMIT: ALL

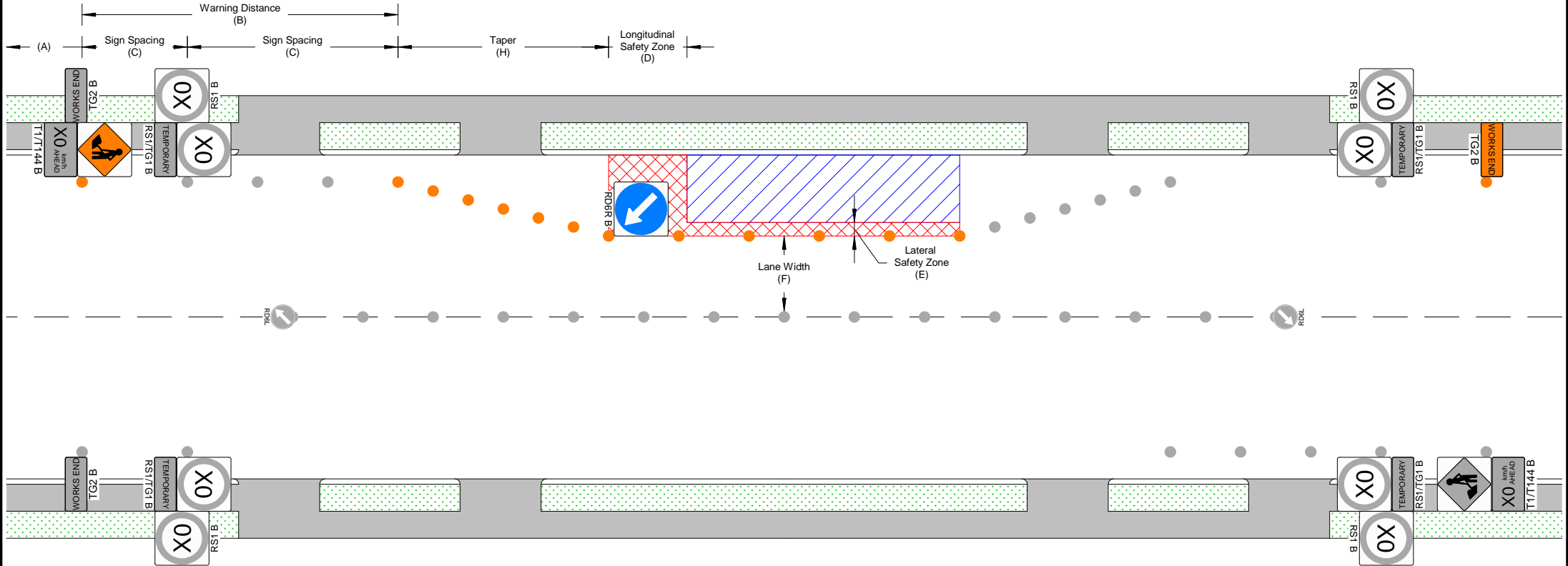


Notes:

- 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:	TWO WAY TWO LANE	Operation:	STATIC
010A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	ROAD LEVEL: L2
Detail:	
Restrictions:	SPEED LIMIT: ALL

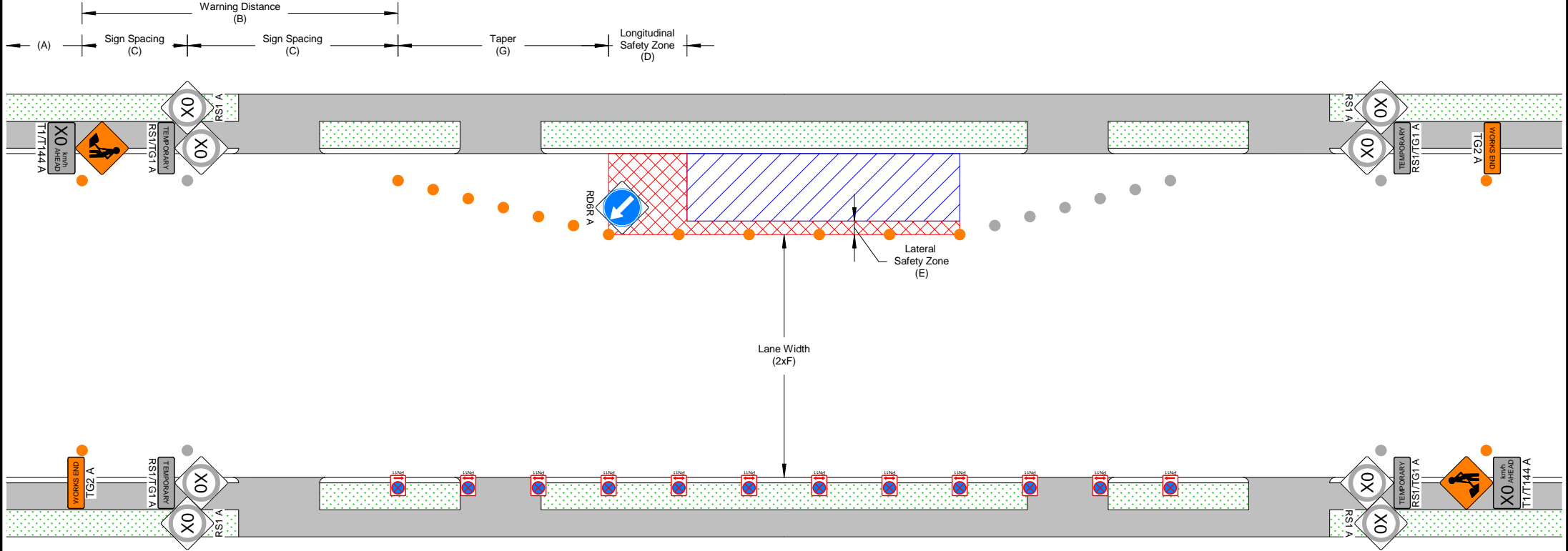


Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	TWO WAY TWO LANE	Operation:	STATIC
010B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	LANE WIDTH REDUCTION	ROAD LEVEL: LV & L1
Detail:	NO CENTRE LINE	
Restrictions:		SPEED LIMIT: ALL



Notes:

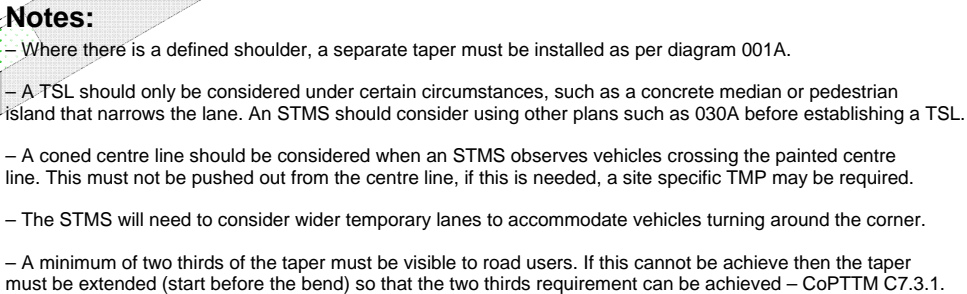
- Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.

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

Methodology:	LANE WIDTH REDUCTION
Detail:	BLIND CORNER
Restrictions:	

BLIND CORNER

SPEED LIMIT:
ALL



012A



Version:	Date:
1	JULY 2018

TWO WAY TWO LANE

STATIC

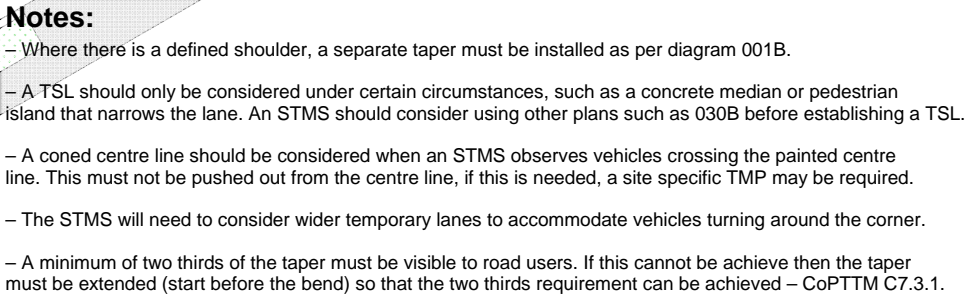
Submitted By:

Methodology:	
LANE WIDTH REDUCTION	
Detail:	
Restrictions:	

ROAD LEVEL:
L2

Detail:	
Restrictions:	

Restrictions:

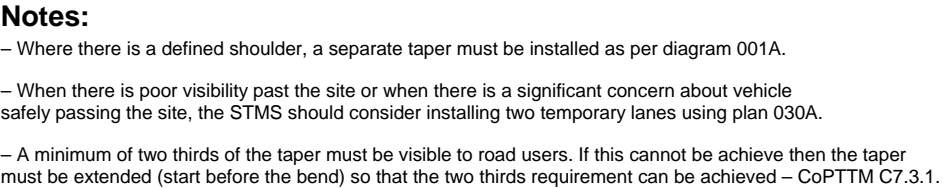


STATIC

Methodology:	
	LANE WIDTH REDUCTION
Detail:	BLIND CORNER + NO CENTRE LINE
Restrictions:	

BLIND CORNER
+ NO CENTRE LINE

SPEED LIMIT:
ALL



013A

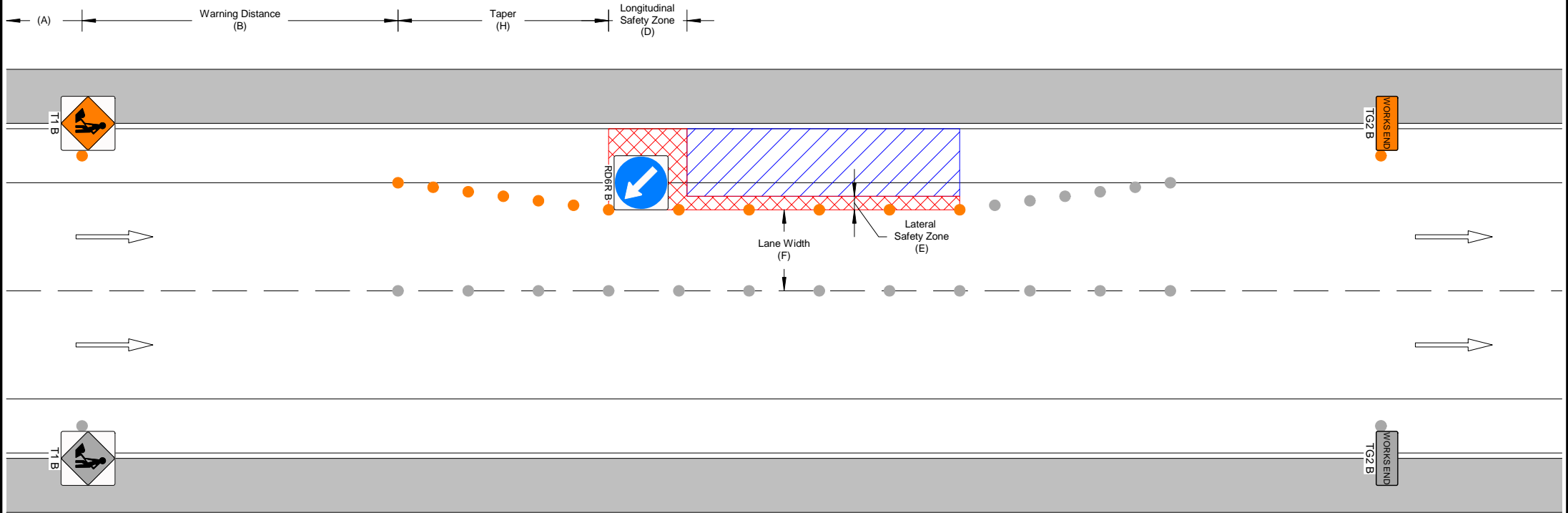


Version:	Date:
1	JULY 2018

Submitted By:


STATIC

Methodology:	LANE WIDTH REDUCTION	ROAD LEVEL: L2
Detail:	MULTILANE ROAD	
Restrictions:		SPEED LIMIT: ALL

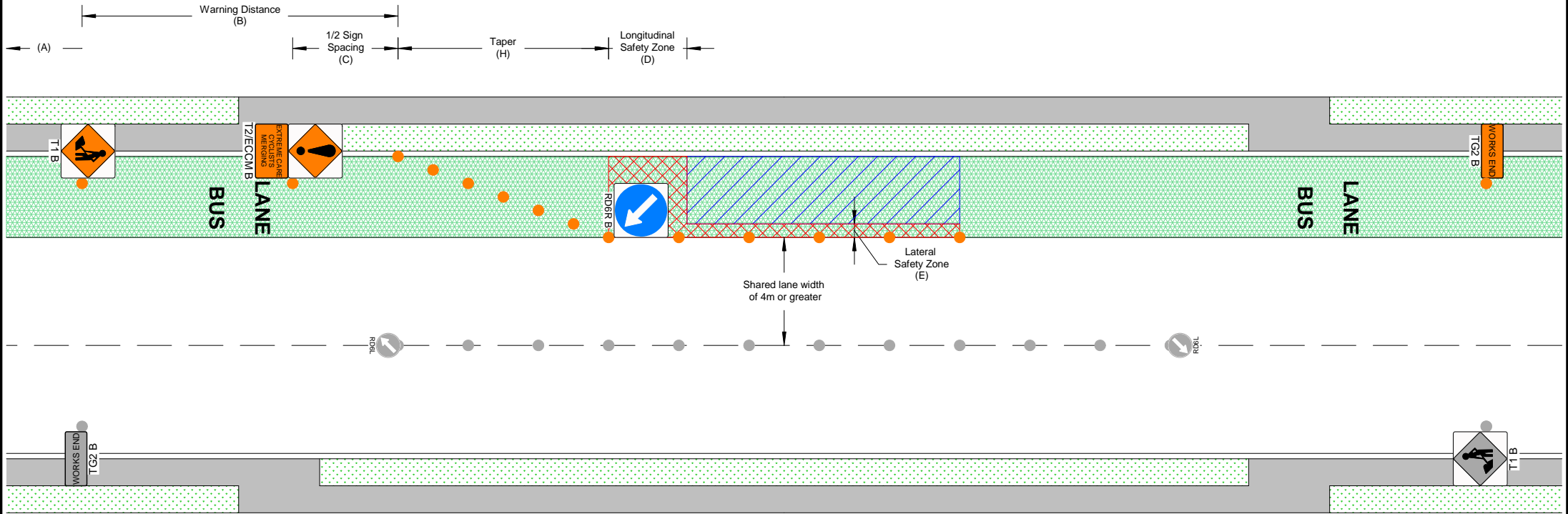


Notes:

- 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:	MULTILANE	Operation:	STATIC	
014B	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:		

Methodology:	BUS LANE CLOSURE	ROAD LEVEL: L2
Detail:	CYCLISTS AND VEHICLES MERGING (NO TSL)	
Restrictions:	ROAD SPACE BOOKING 02	SPEED LIMIT: UNDER 65KPH

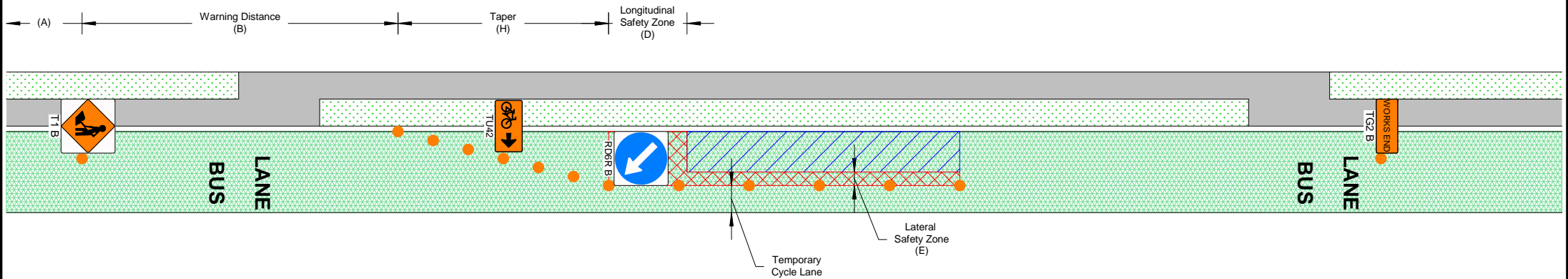


Notes:

- 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:	TWO WAY TWO LANE	Operation:	STATIC
020B	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:	

Methodology:	BUS LANE CLOSURE	ROAD LEVEL: L2
Detail:	CYCLE LANE MAINTAINED	
Restrictions:	ROAD SPACE BOOKING 02	SPEED LIMIT: ALL




Notes:

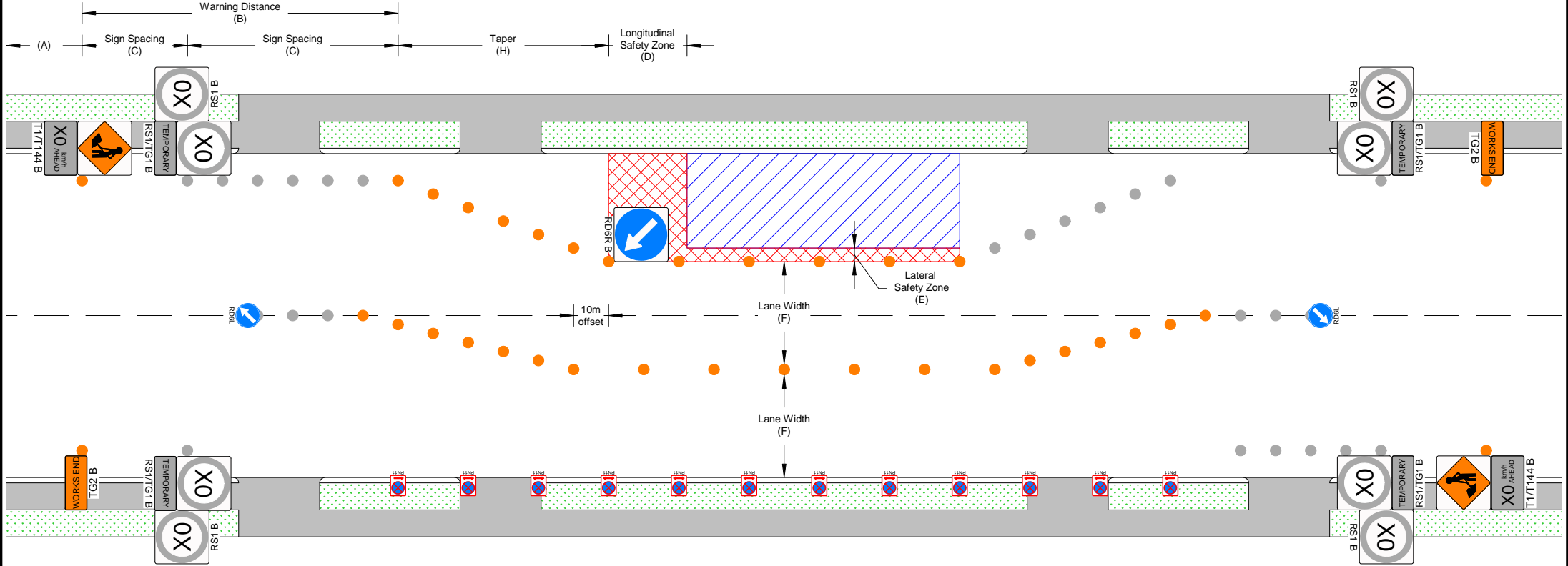
- When the site is going to be in place during active bus lane hours, the STMS should look to take out the bus lane before it forms, but if this is an excessive distance (e.g. over 100m) then the site should be established as shown in the UTMD.

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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	TWO WAY TWO LANE	Operation:	STATIC
022B		Version:	Date:	Submitted By:			
	Copyright Christchurch Transport Operation Centre ©	1	JULY 2018				

Methodology:	TWO LANE DIVERSION	ROAD LEVEL: L2
Detail:	WORK FROM SHOULDER	
Restrictions:		SPEED LIMIT: ALL

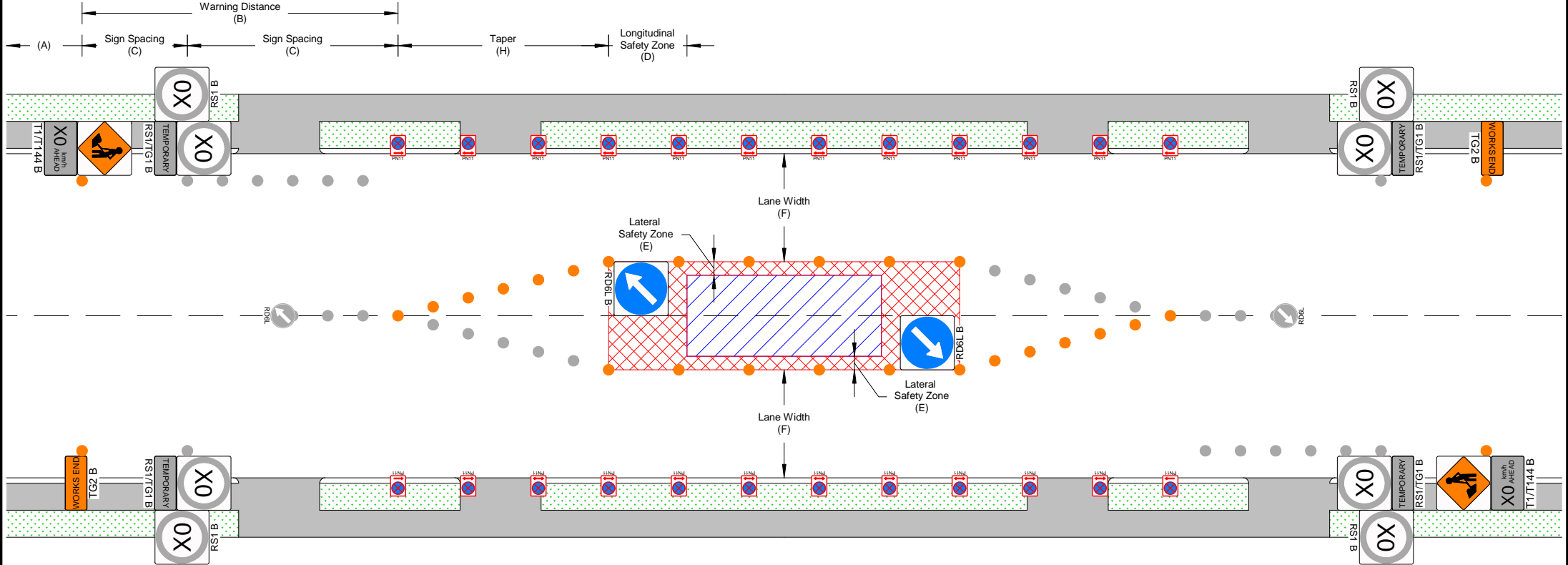


Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	TWO WAY TWO LANE	Operation:	STATIC
030B		Version:	1	Date:	JULY 2018	Submitted By:	

Methodology:	TWO LANE DIVERSION	ROAD LEVEL: L2
Detail:	WORK IN CENTRE OF ROAD	
Restrictions:		SPEED LIMIT: ALL

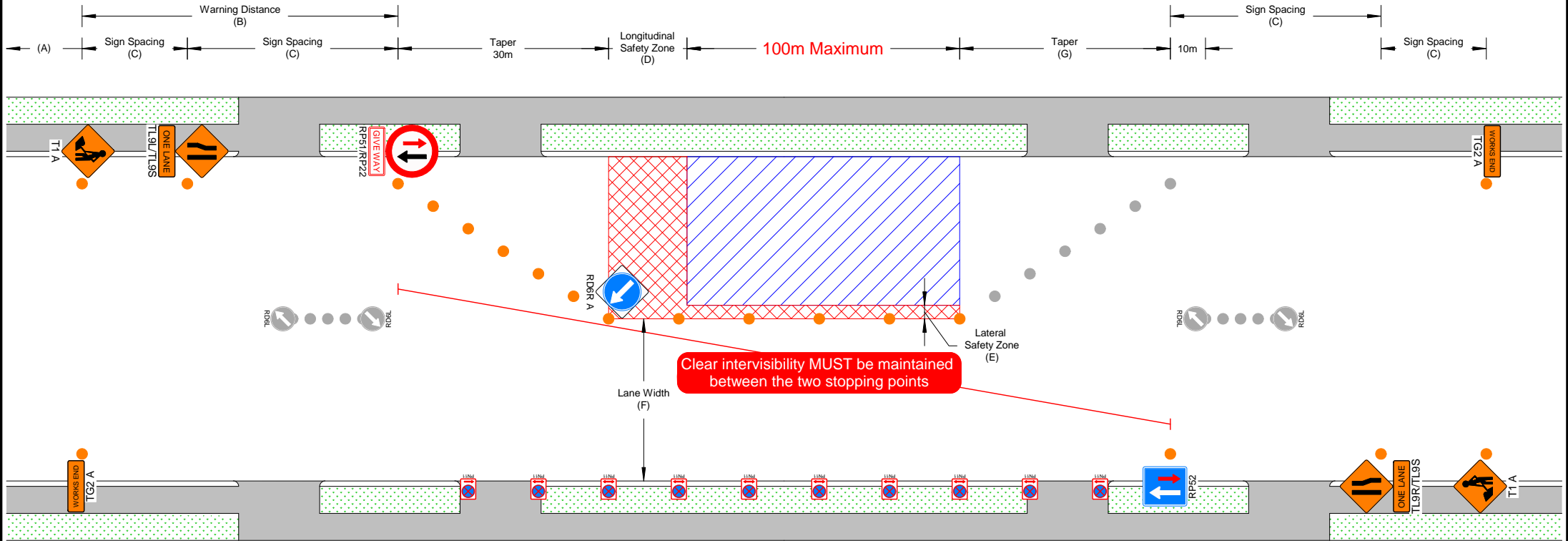


Notes:


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

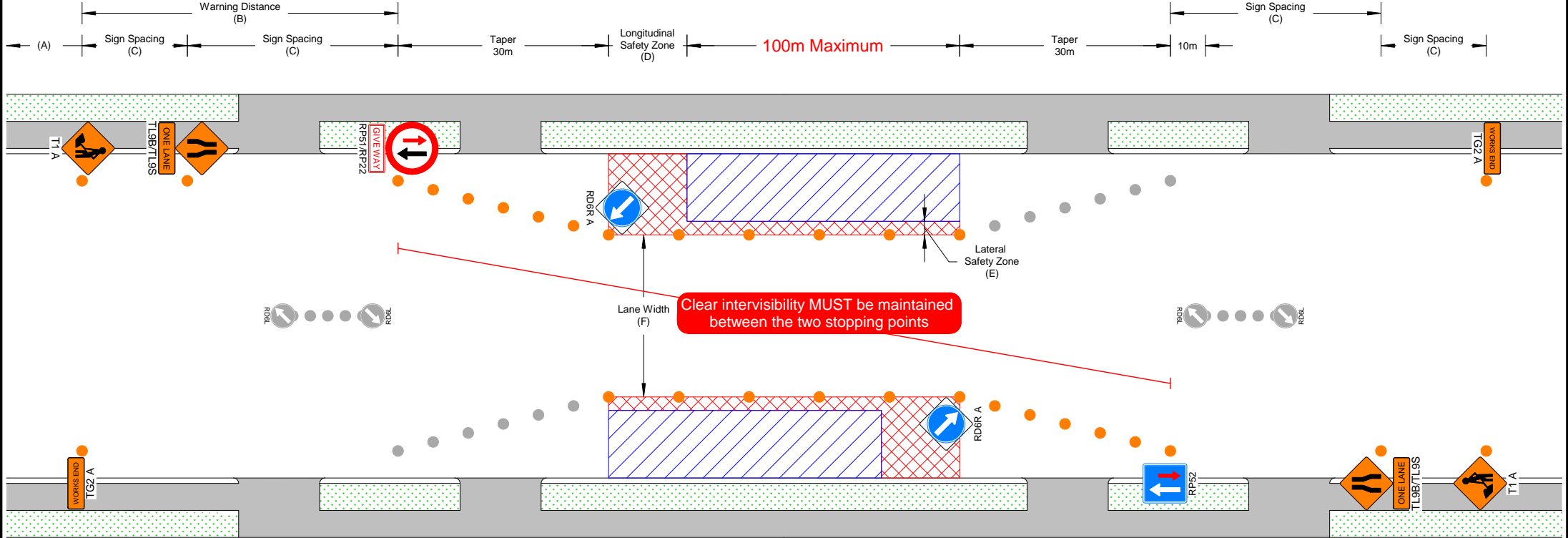
Methodology:	GIVE WAY CONTROL	ROAD LEVEL: LV
Detail:	VARIATION 1	
Restrictions:		SPEED LIMIT: ALL




- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	TWO WAY TWO LANE	Operation:	STATIC
040A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

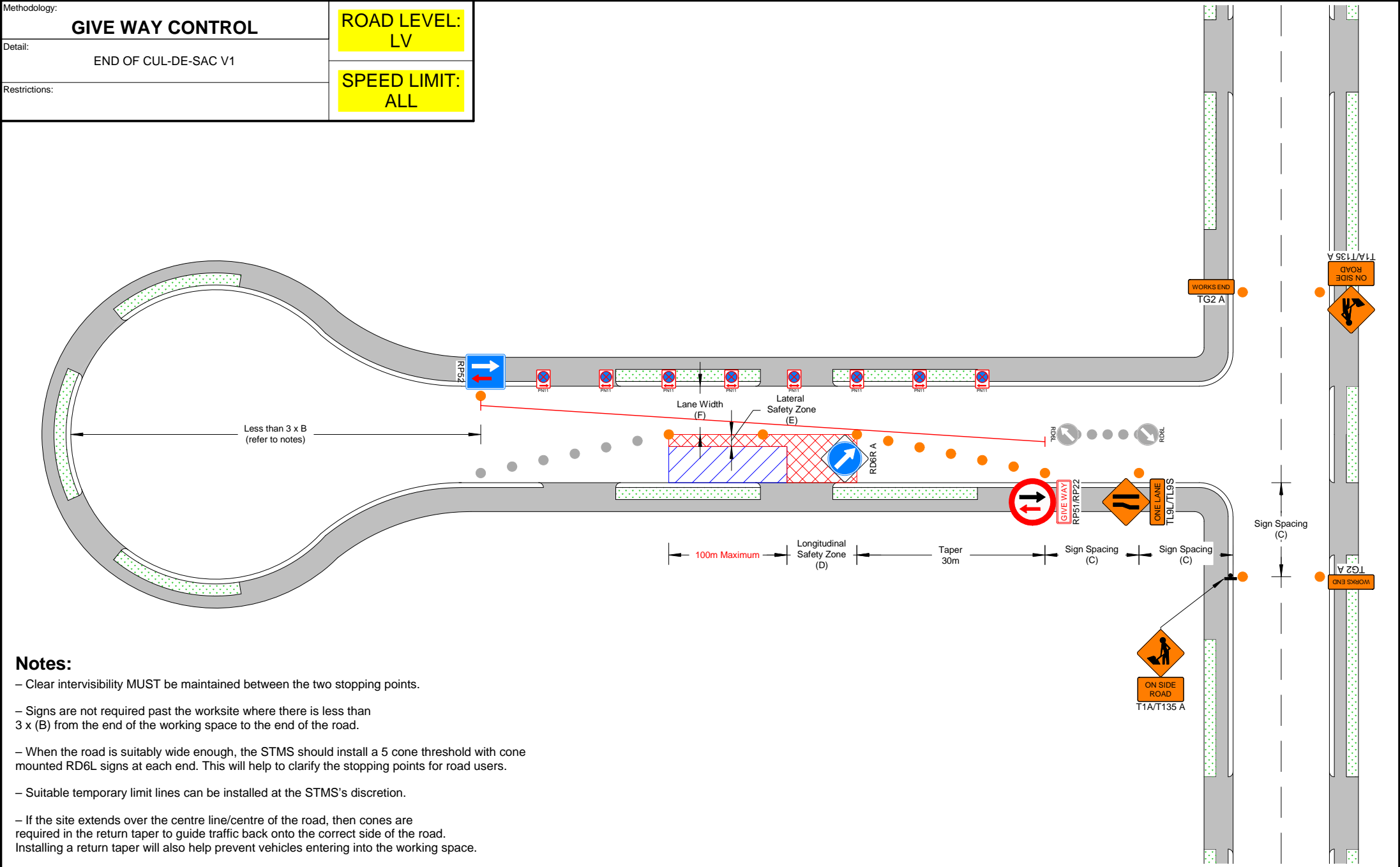
Methodology:	GIVE WAY CONTROL	ROAD LEVEL: LV
Detail:	VARIATION 2	
Restrictions:		SPEED LIMIT: ALL




- 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:	TWO WAY TWO LANE	Operation:	STATIC
041A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

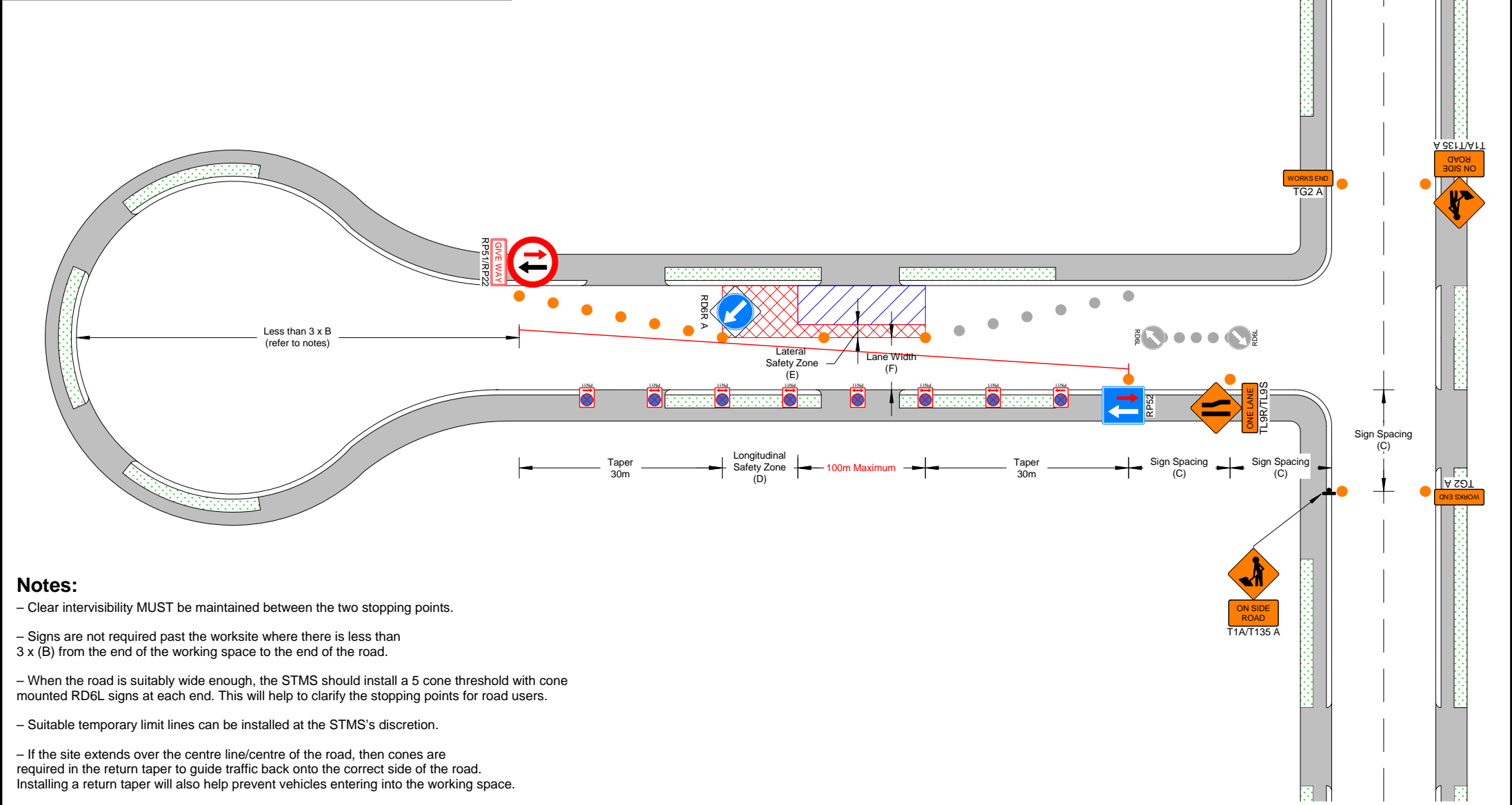
Methodology:	GIVE WAY CONTROL	ROAD LEVEL: LV
Detail:	END OF CUL-DE-SAC V1	
Restrictions:		SPEED LIMIT: ALL




- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	CUL-DE-SAC	Operation:	STATIC
042A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	GIVE WAY CONTROL	ROAD LEVEL: LV
Detail:	END OF CUL-DE-SAC V2	SPEED LIMIT: ALL
Restrictions:		

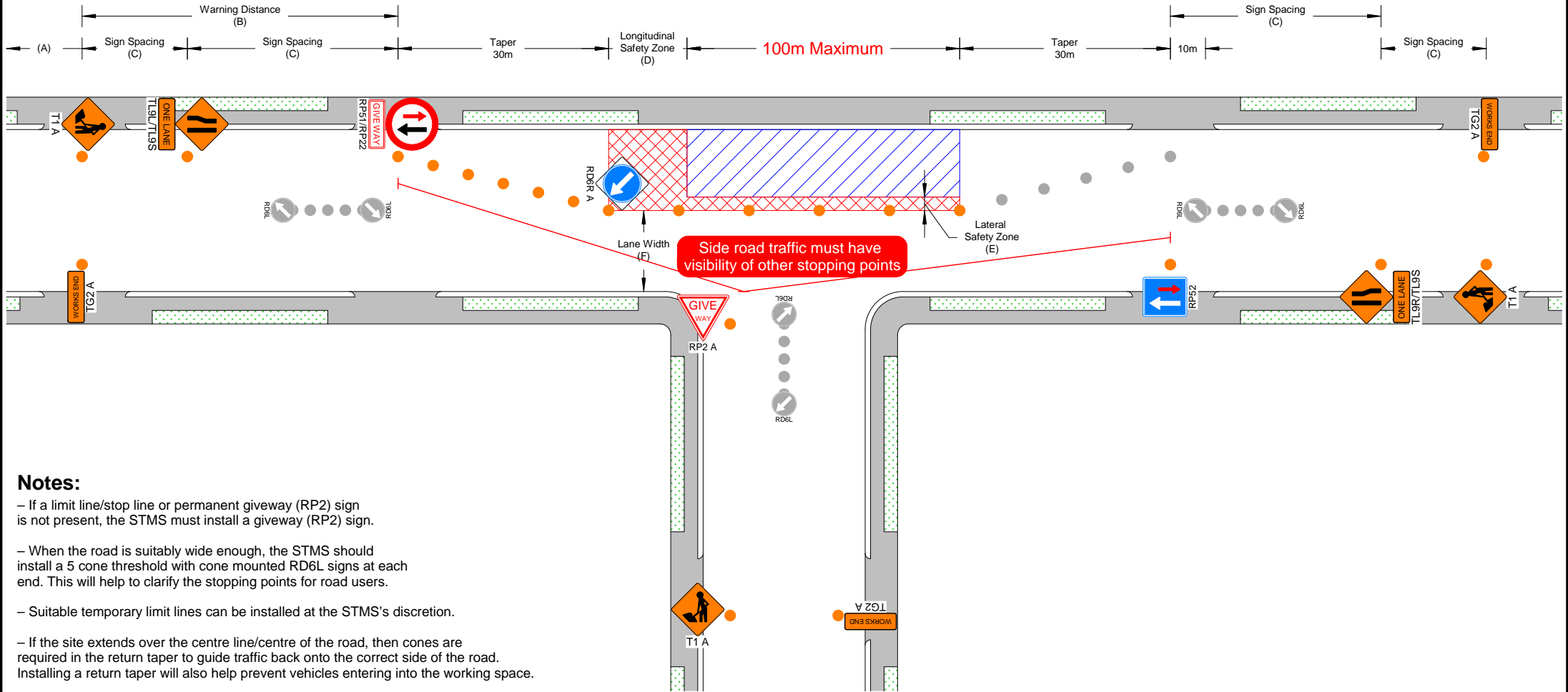


UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	CUL-DE-SAC	Operation:	STATIC
Version:	1	Date:	JULY 2018	Submitted By:		

043A

Copyright Christchurch Transport Operation Centre ©

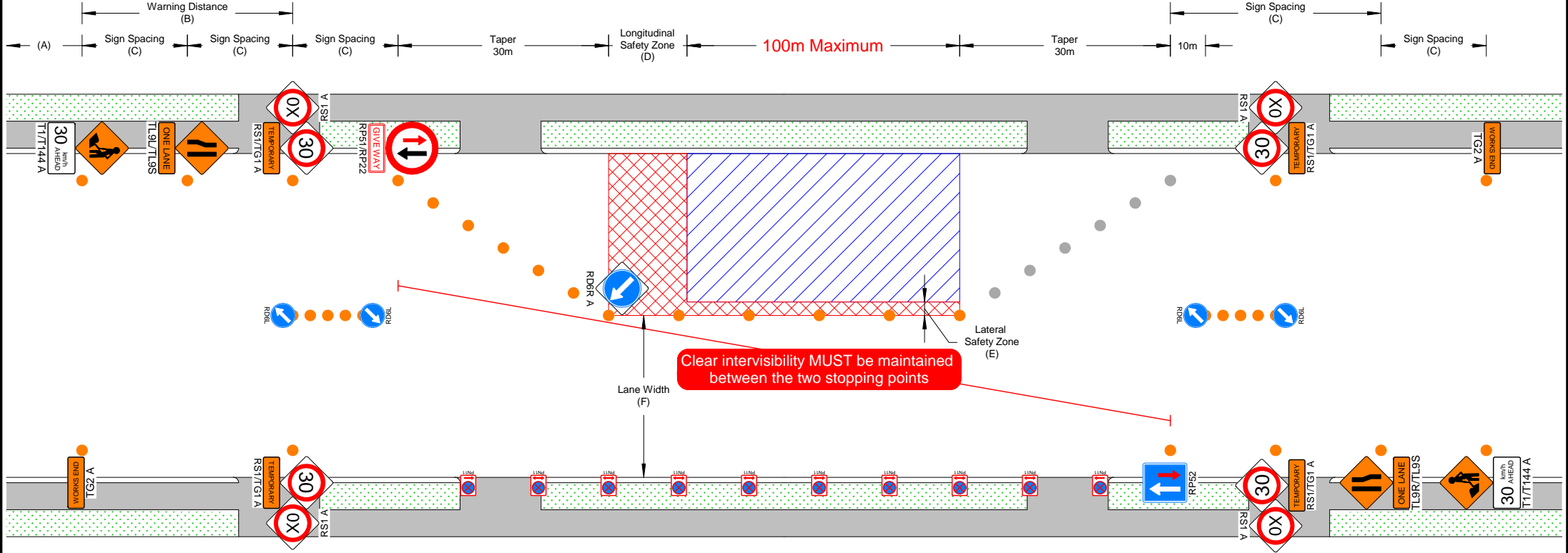
Methodology:	GIVE WAY CONTROL	ROAD LEVEL: LV
Detail:	THREE WAY INTERSECTION	
Restrictions:		SPEED LIMIT: ALL




Notes:

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

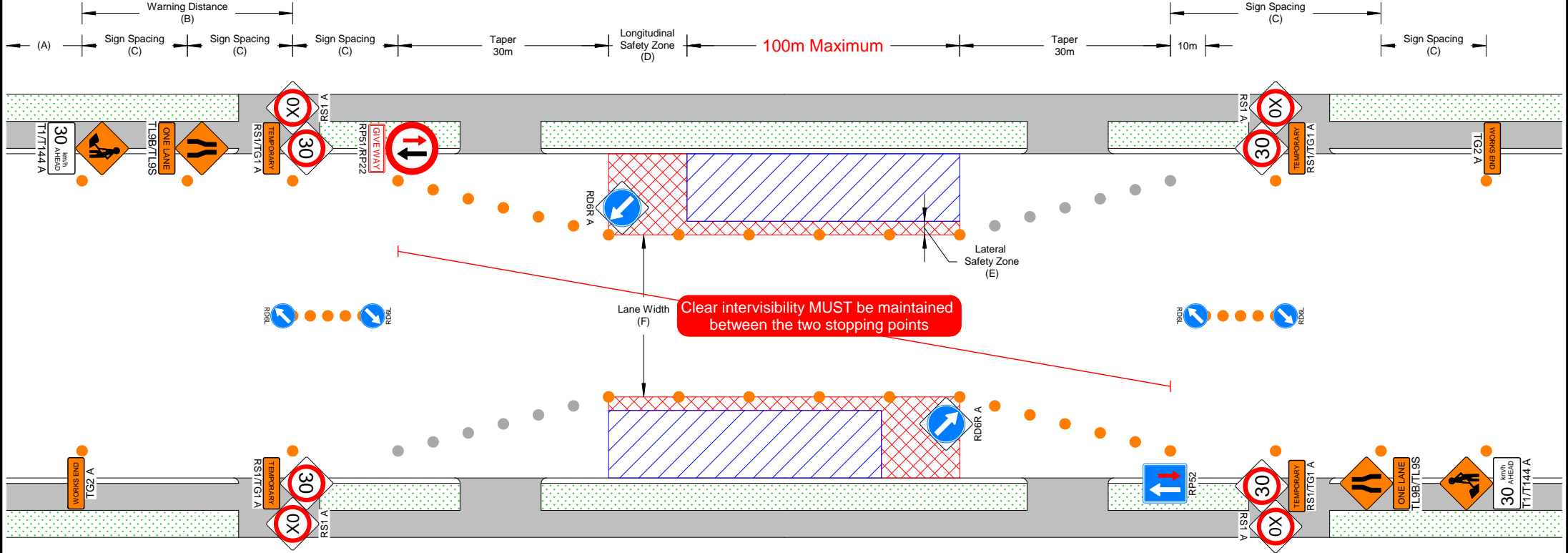
Methodology:	GIVE WAY CONTROL	ROAD LEVEL: L1
Detail:	VARIATION 1 (UNDER 1000VPD)	SPEED LIMIT: ALL
Restrictions:		




- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	TWO WAY TWO LANE	Operation:	STATIC
045A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

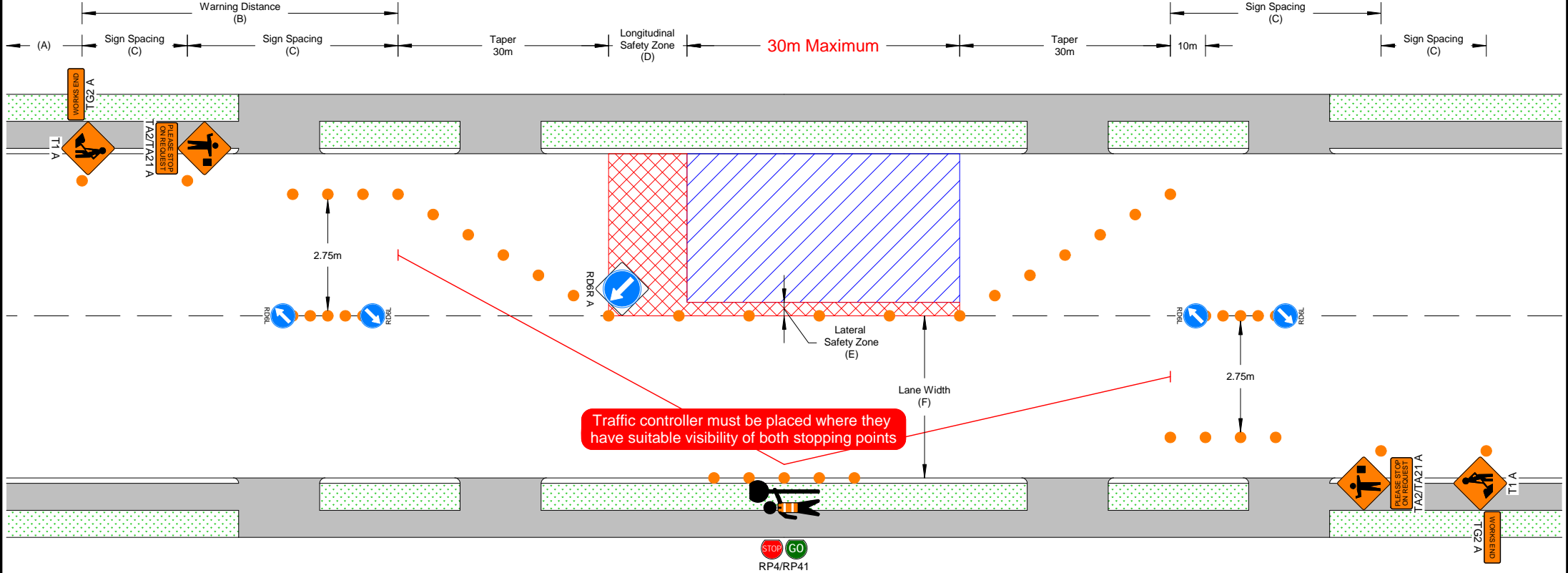
Methodology:	GIVE WAY CONTROL	ROAD LEVEL: L1
Detail:	VARIATION 2 (UNDER 1000VPD)	SPEED LIMIT: ALL
Restrictions:		




- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
046A	Copyright Christchurch Transport Operation Centre ©	Version: 1	TWO WAY TWO LANE	STATIC	
		Date: JULY 2018	Submitted By:		

Methodology:	MANUAL TRAFFIC CONTROL	ROAD LEVEL: LV
Detail:	SINGLE CONTROLLER	
Restrictions:		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:	TWO WAY TWO LANE	Operation:	STATIC
050A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	MANUAL TRAFFIC CONTROL
Detail:	SINGLE CONTROLLER AT BLIND CORNER
Restrictions:	

ROAD LEVEL:
LV

SPEED LIMIT:
ALL

[illegible]

- 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?

051A



THIS DRAWING IS NOT
TO ANY DEFINED SCALE

Date:

Road:

TWO WAY TWO LANE

Submitted By:

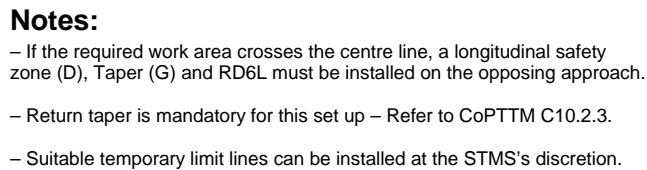
Operation:	
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STATIC

Methodology:	MANUAL TRAFFIC CONTROL
Detail:	
Restrictions:	

SPEED LIMIT:
ALL

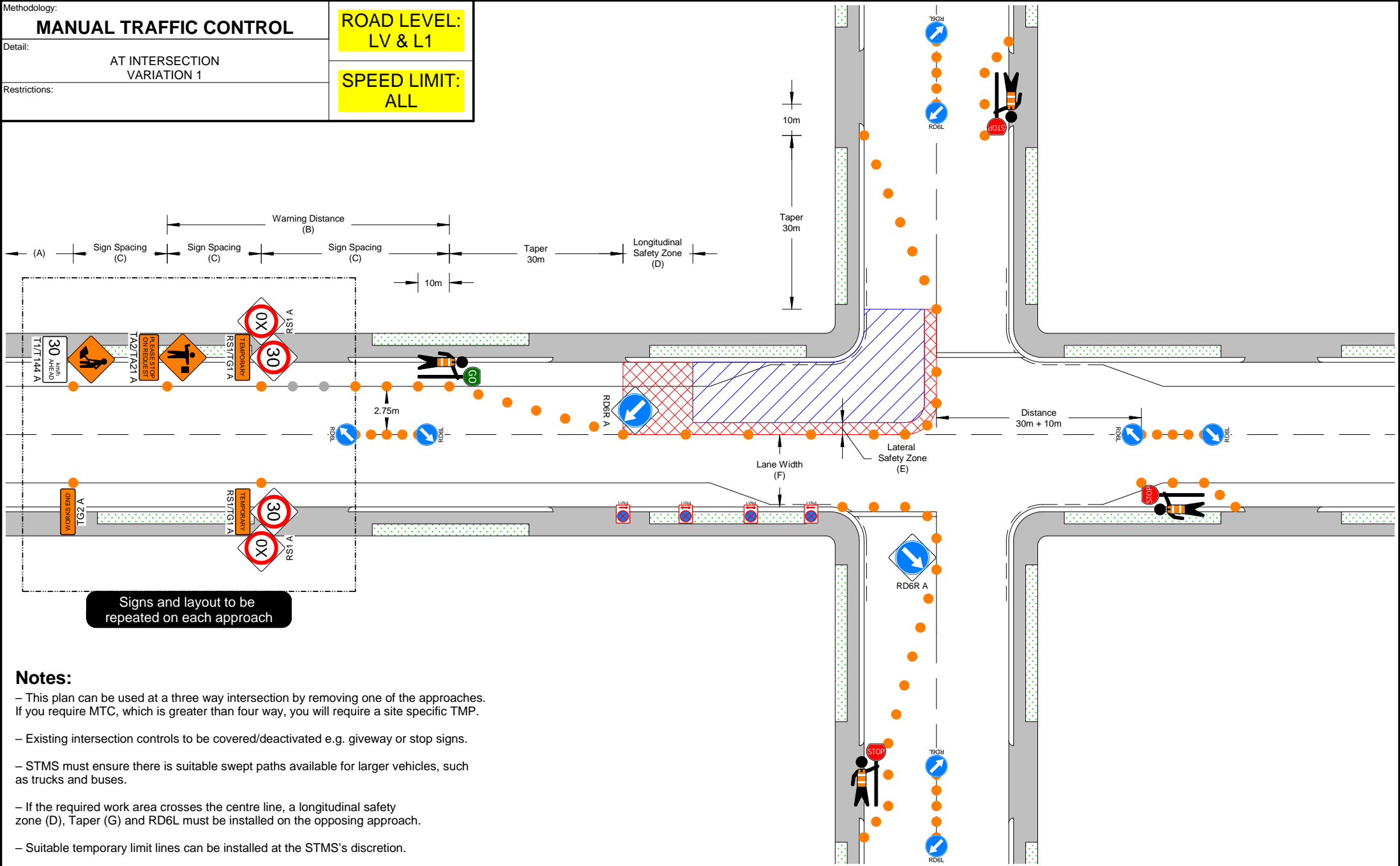
Restrictions:




- 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.

STATIC

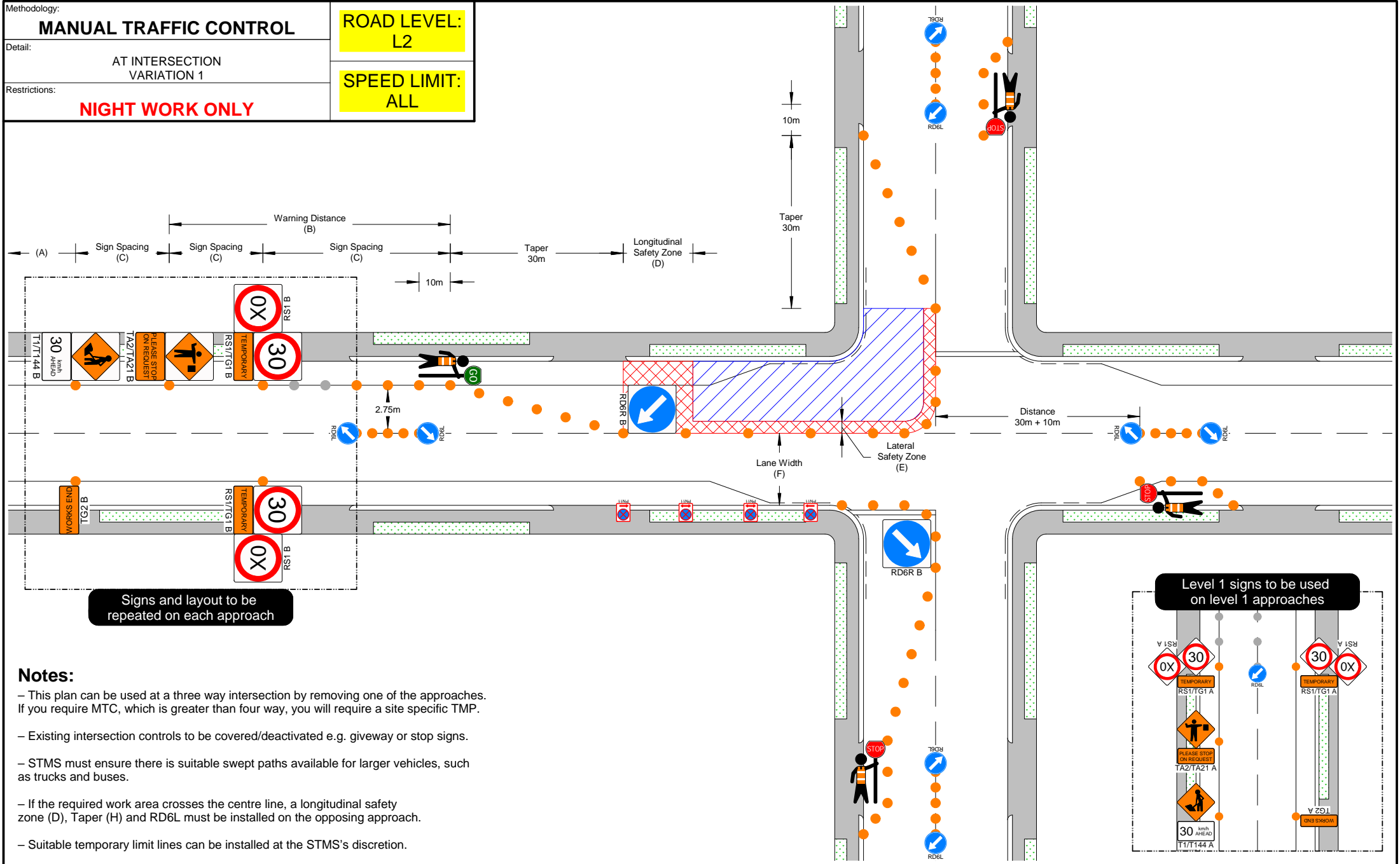
Methodology:	MANUAL TRAFFIC CONTROL	ROAD LEVEL: LV & L1
Detail:	AT INTERSECTION VARIATION 1	SPEED LIMIT: ALL
Restrictions:		




- 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. giveaway 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	INTERSECTION	Operation:	STATIC
053A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

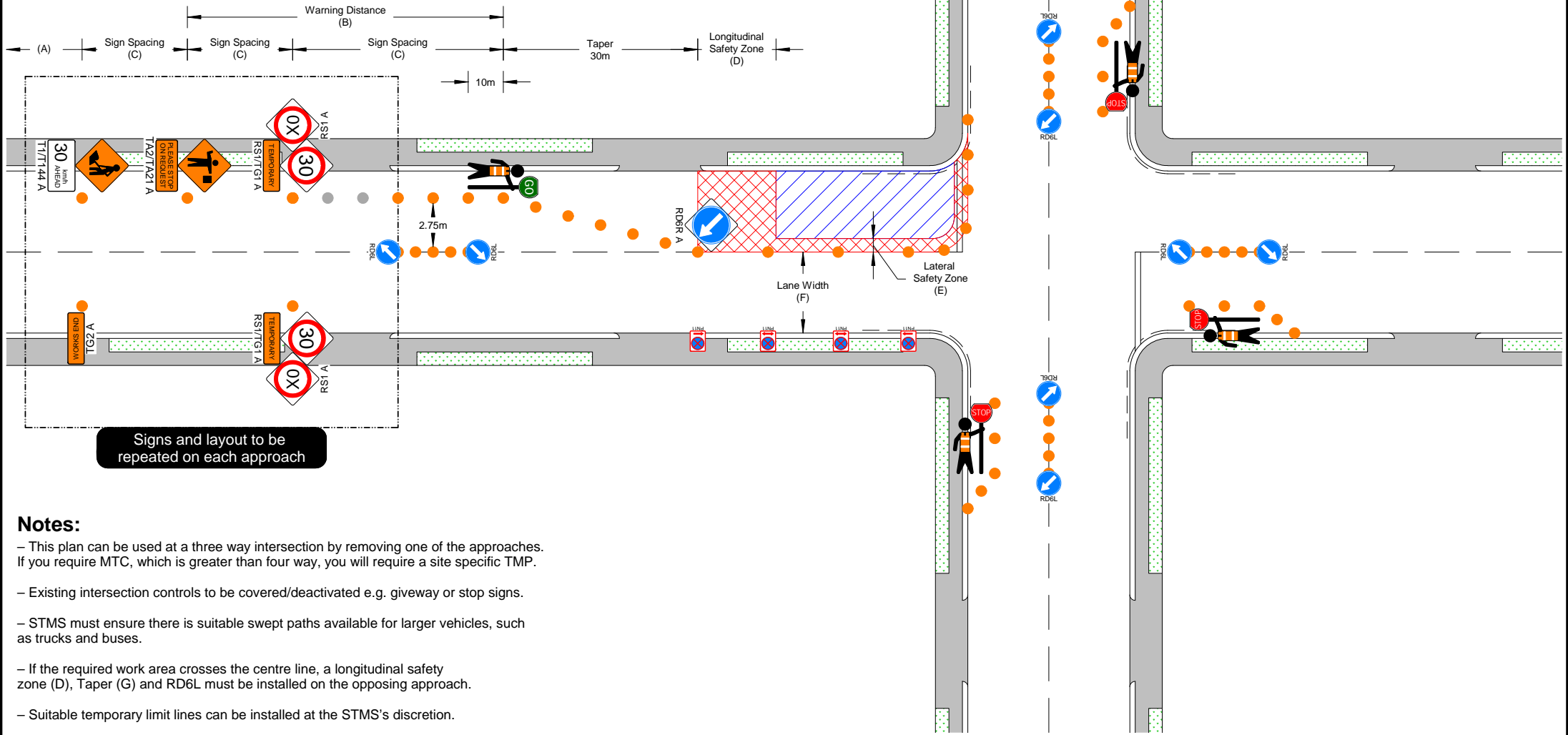
Methodology:	MANUAL TRAFFIC CONTROL	ROAD LEVEL: L2
Detail:	AT INTERSECTION VARIATION 1	SPEED LIMIT: ALL
Restrictions:	NIGHT WORK ONLY	




- 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. giveaway 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.

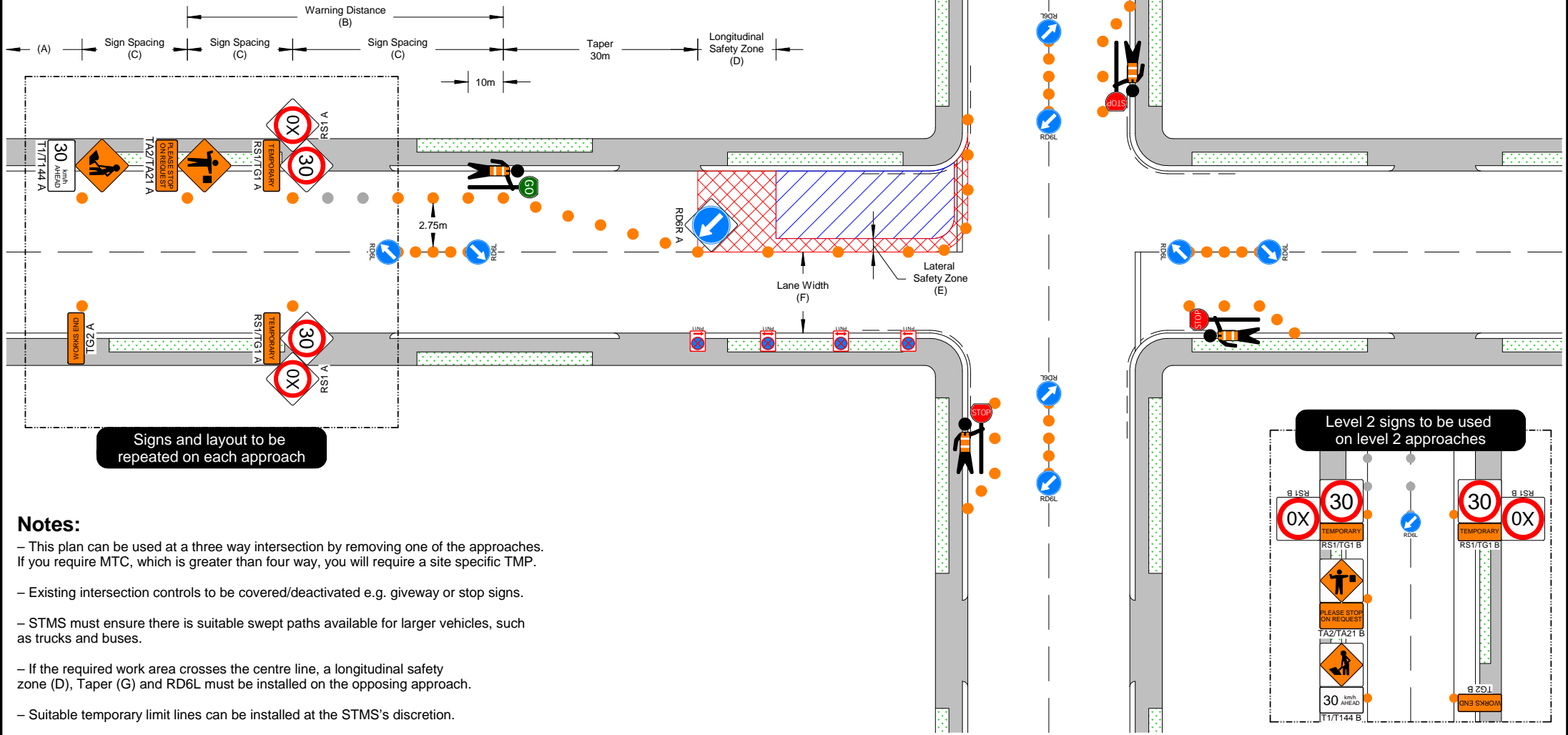
UTMD Reference:	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
053B	Version: 1	INTERSECTION	STATIC
	Date: JULY 2018	Submitted By:	
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Methodology:	MANUAL TRAFFIC CONTROL	ROAD LEVEL: LV & L1
Detail:	AT INTERSECTION VARIATION 2	SPEED LIMIT: ALL
Restrictions:		

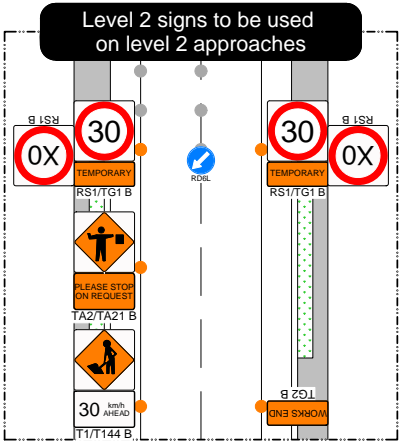



UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	INTERSECTION	Operation:	STATIC
054A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	MANUAL TRAFFIC CONTROL	ROAD LEVEL: L2
Detail:	AT INTERSECTION VARIATION 2	SPEED LIMIT: ALL
Restrictions:	NIGHT WORK ONLY	

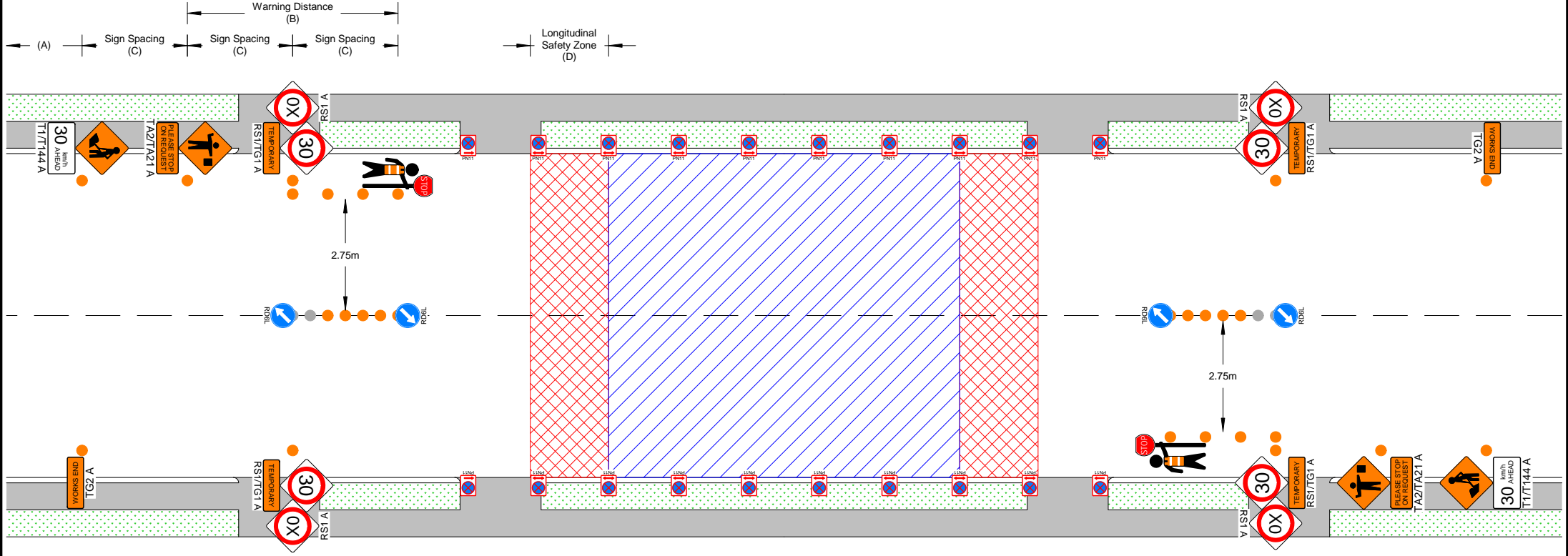


- Notes:**
- This plan can be used at a three way intersection by removing one of the approaches. If you require MTC, which is greater than four way, you will require a site specific TMP.
 - Existing intersection controls to be covered/deactivated e.g. giveaway or stop signs.
 - STMS must ensure there 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	INTERSECTION	Operation:	STATIC
054B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	MANUAL TRAFFIC CONTROL
Detail:	ALL TRAFFIC STOPPED TEMPORARILY
Restrictions:	ROAD LEVEL: LV & L1
	SPEED LIMIT: ALL

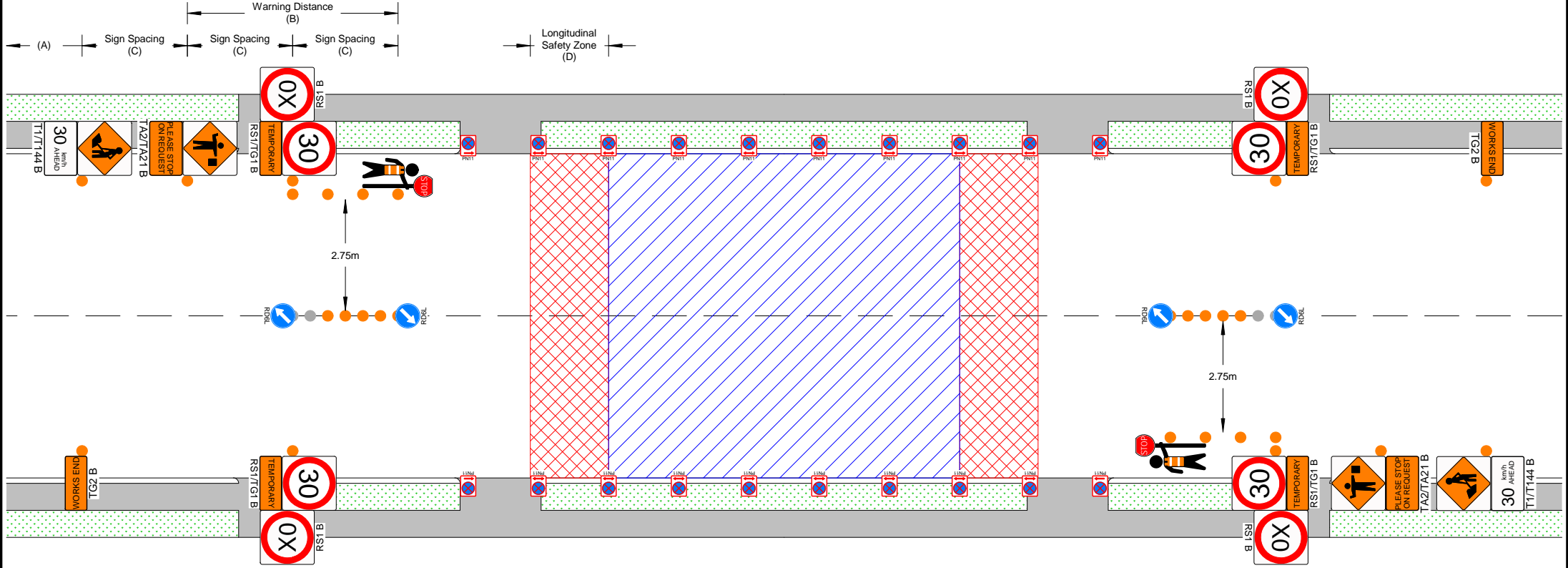


Notes:

- 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:	TWO WAY TWO LANE	Operation:	STATIC
055A		Version:	1	Date:	JULY 2018	Submitted By:	

Methodology:	ROAD LEVEL: L2
MANUAL TRAFFIC CONTROL	
Detail:	SPEED LIMIT: ALL
ALL TRAFFIC STOPPED TEMPORARILY	
Restrictions:	NIGHT WORK ONLY

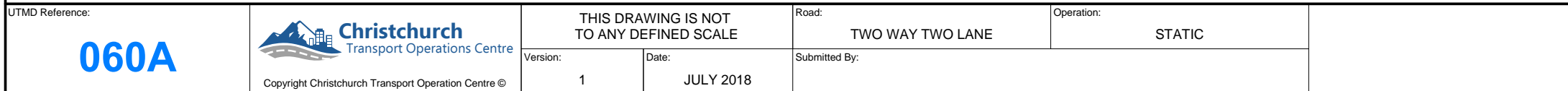


Notes:

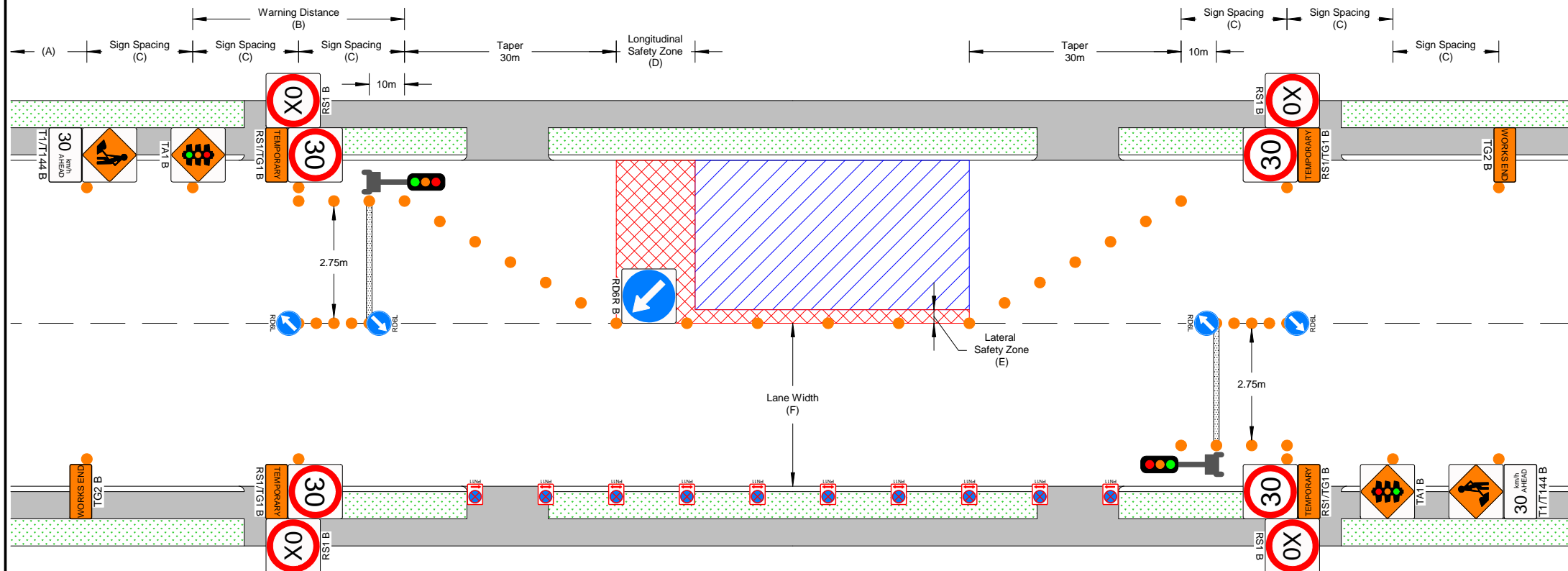
- Road users can be delayed for a maximum of 5 minutes. All road users must be suitably cleared (e.g. no vehicles stacking or stopped in two all stop operations) before another all stop operation is started.
- Suitable temporary limit lines can be installed at the STMS's discretion.

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

Restrictions:



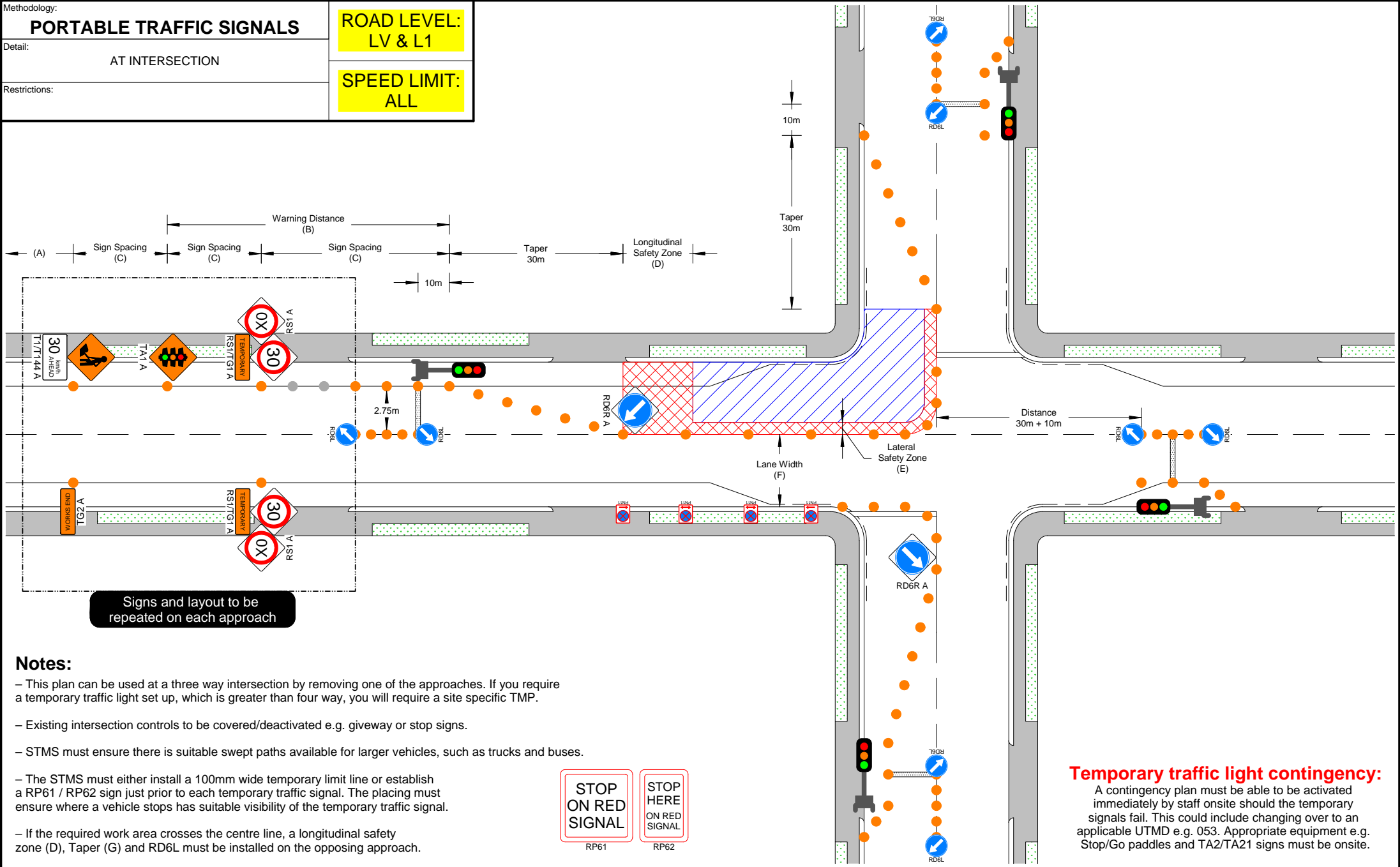
NIGHT WORK ONLY



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.

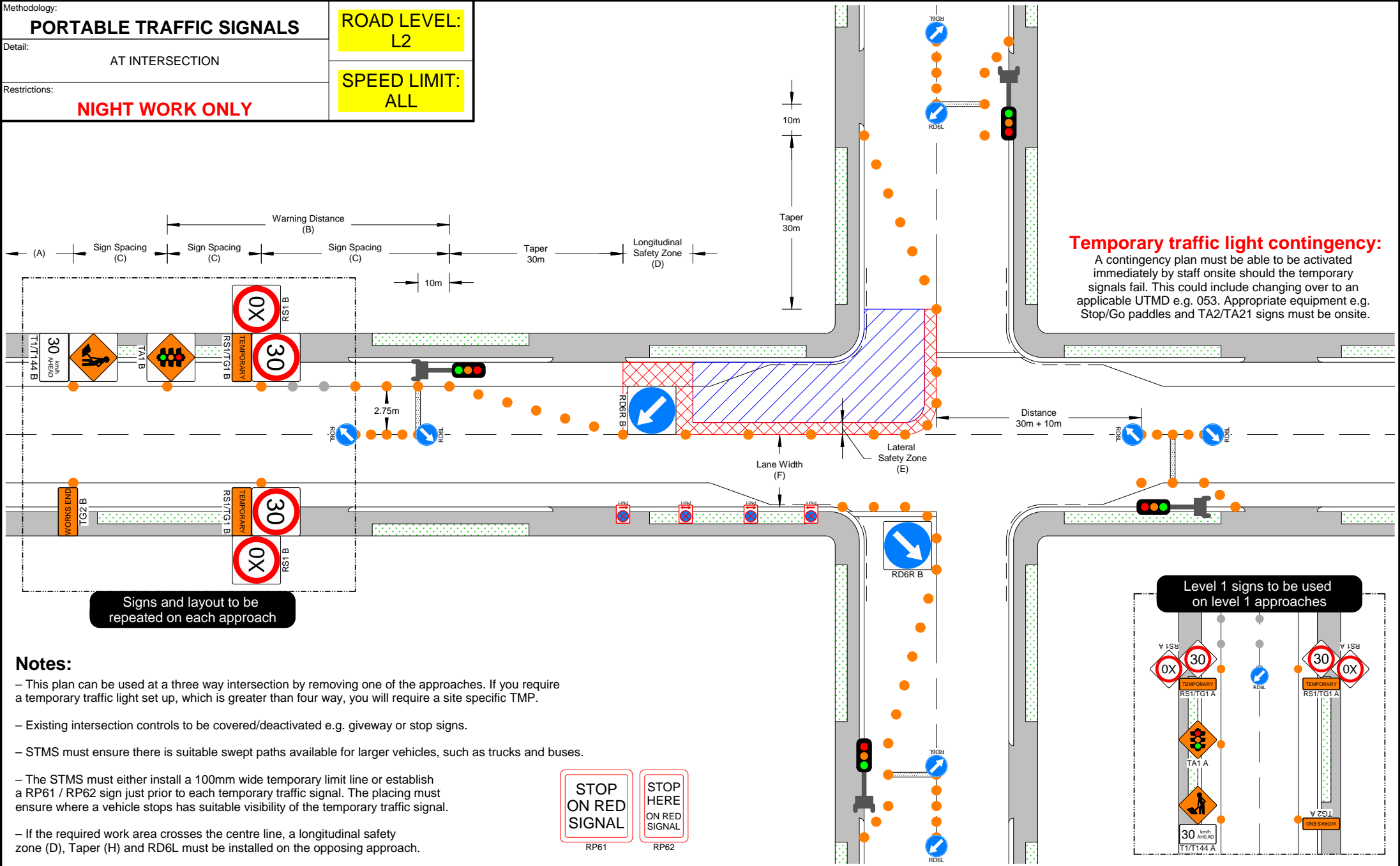
STATIC


Methodology:	PORTABLE TRAFFIC SIGNALS	ROAD LEVEL: LV & L1
Detail:	AT INTERSECTION	
Restrictions:		SPEED LIMIT: ALL



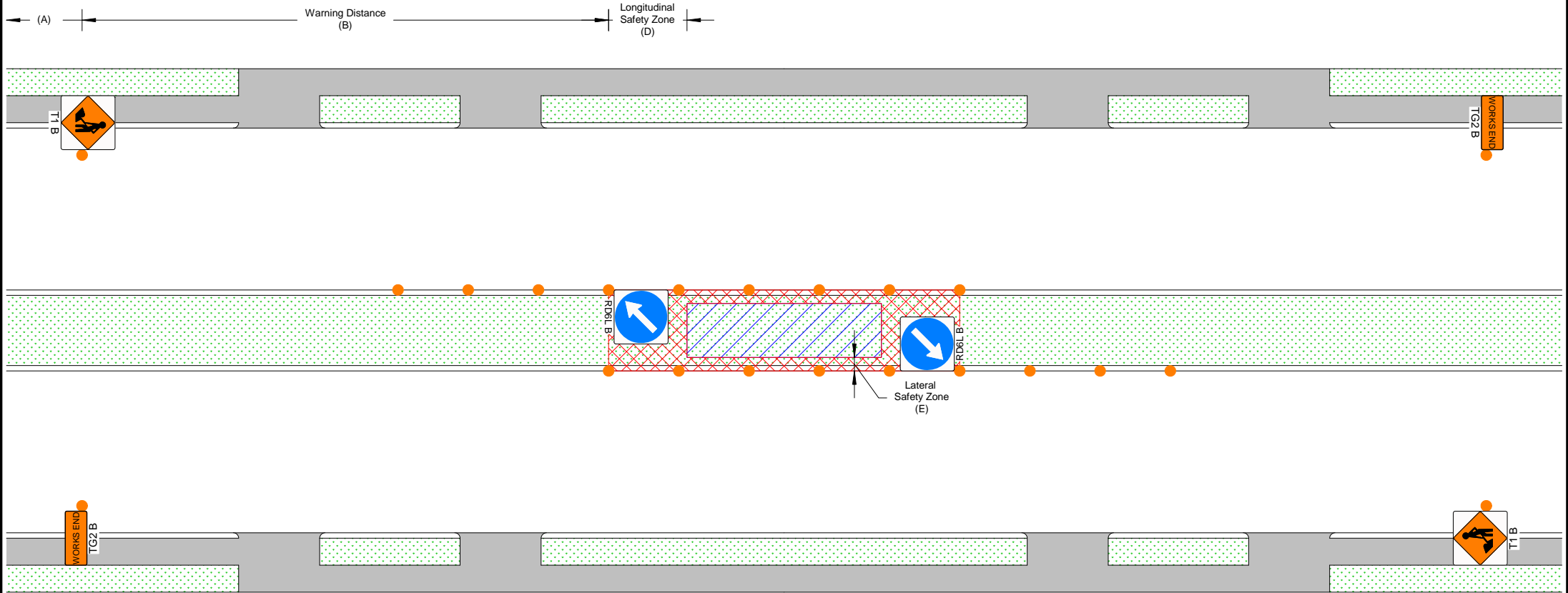
UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	INTERSECTION	Operation:	STATIC
061A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		


Methodology:	PORTABLE TRAFFIC SIGNALS	ROAD LEVEL: L2
Detail:	AT INTERSECTION	
Restrictions:	NIGHT WORK ONLY	SPEED LIMIT: ALL



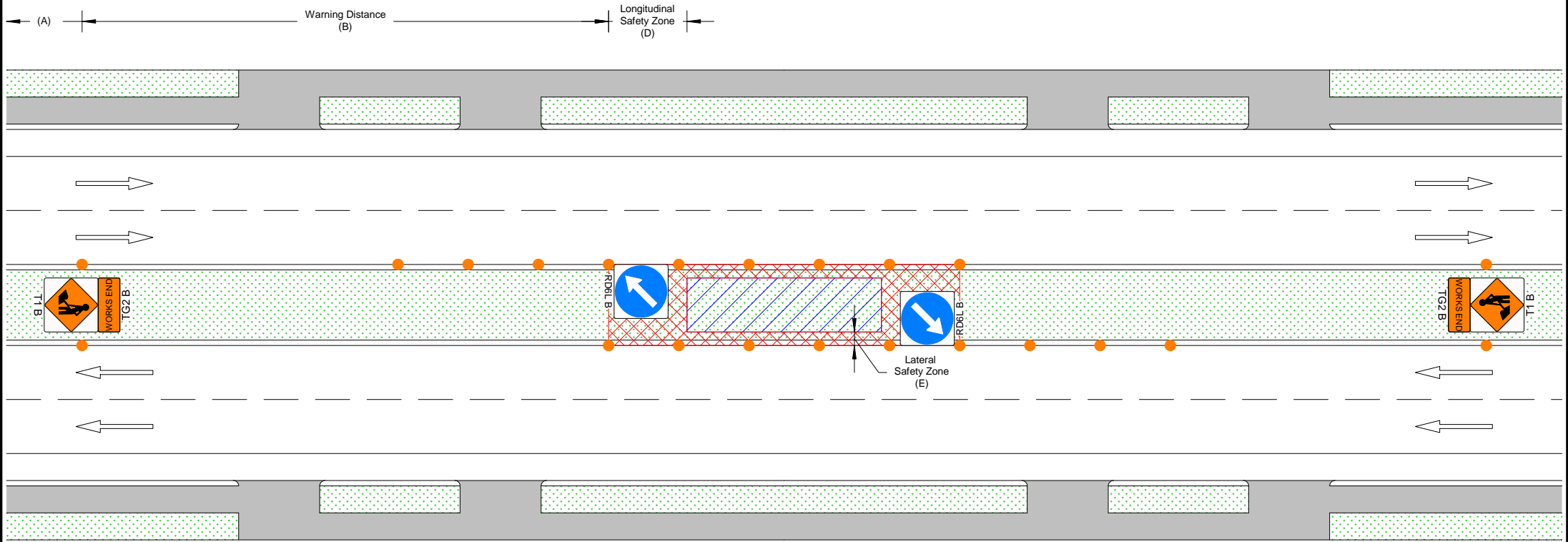
UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	INTERSECTION	Operation:	STATIC
061B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		


Methodology:	MEDIAN ISLAND	ROAD LEVEL: L2
Detail:		
Restrictions:		SPEED LIMIT: ALL



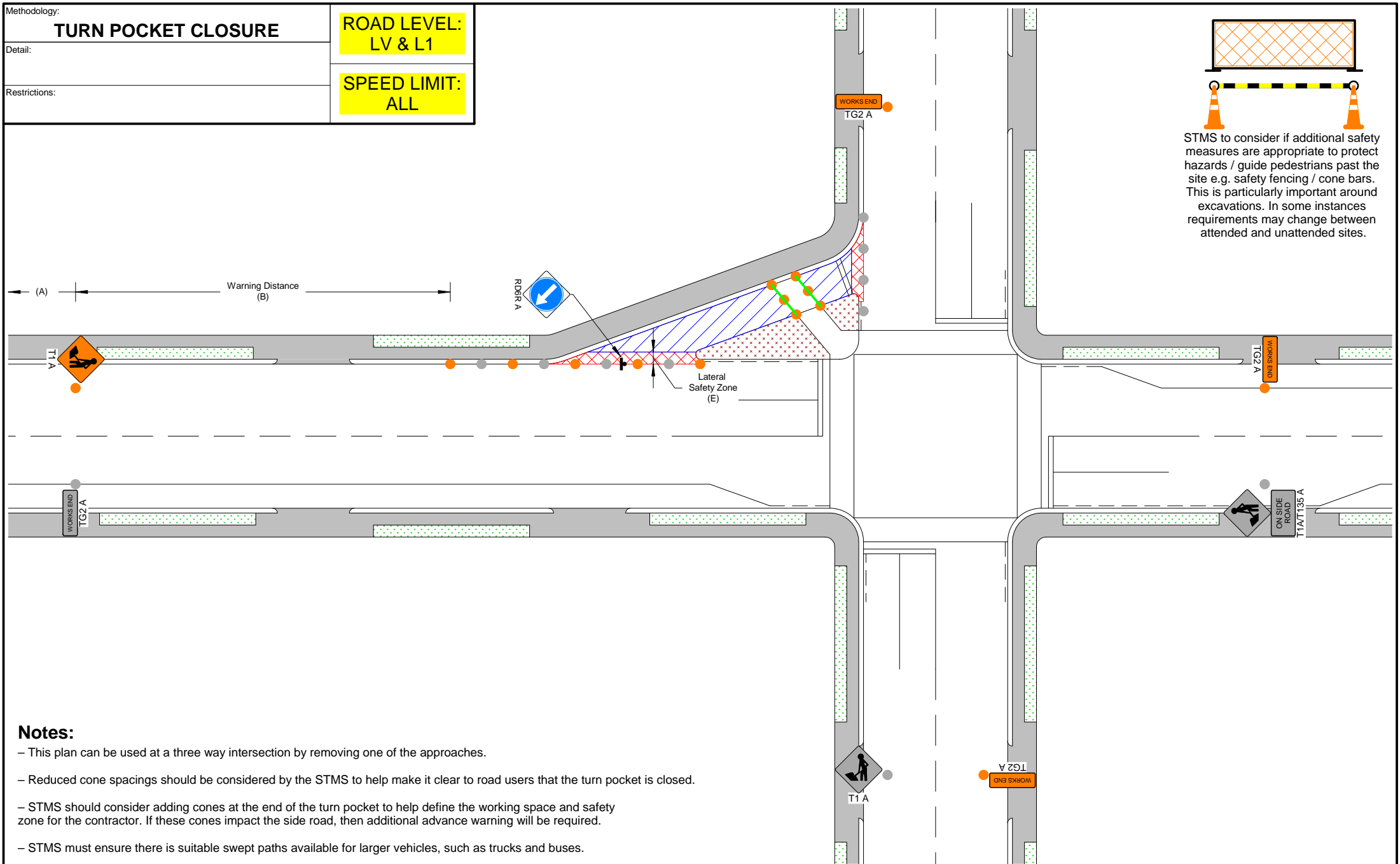
UTMD Reference: 070B	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: TWO WAY TWO LANE	Operation: STATIC	
		Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	MEDIAN ISLAND	ROAD LEVEL: L2
Detail:	MULTILANE ROAD	
Restrictions:		SPEED LIMIT: ALL



UTMD Reference:	 Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	MULTILANE	Operation:	STATIC	
071B	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:		

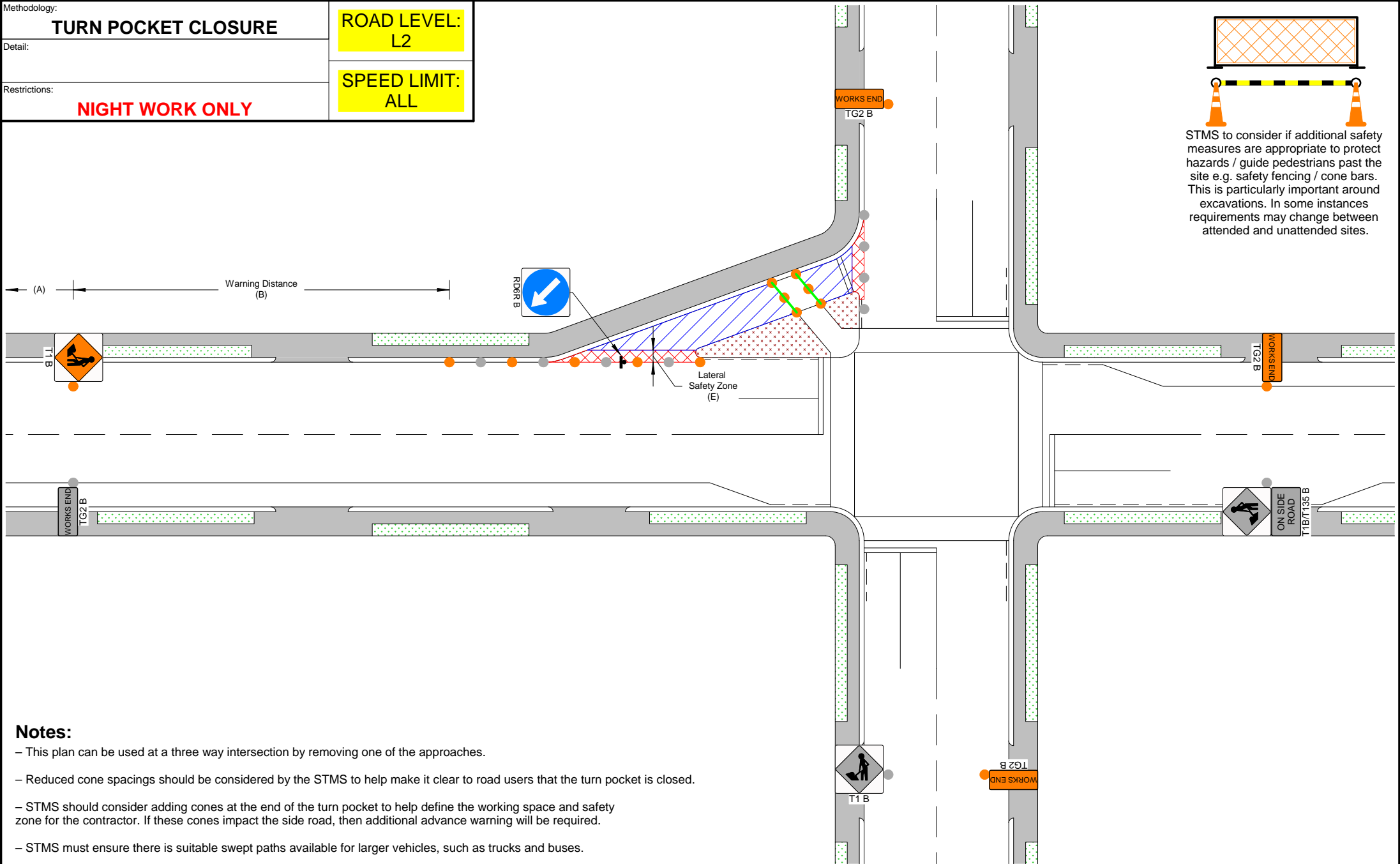
Methodology:	<div>ROAD LEVEL: LV & L1</div> <div>SPEED LIMIT: ALL</div>
<div>TURN POCKET CLOSURE</div>	
<div>Detail:</div>	
Restrictions:	



- ### 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.

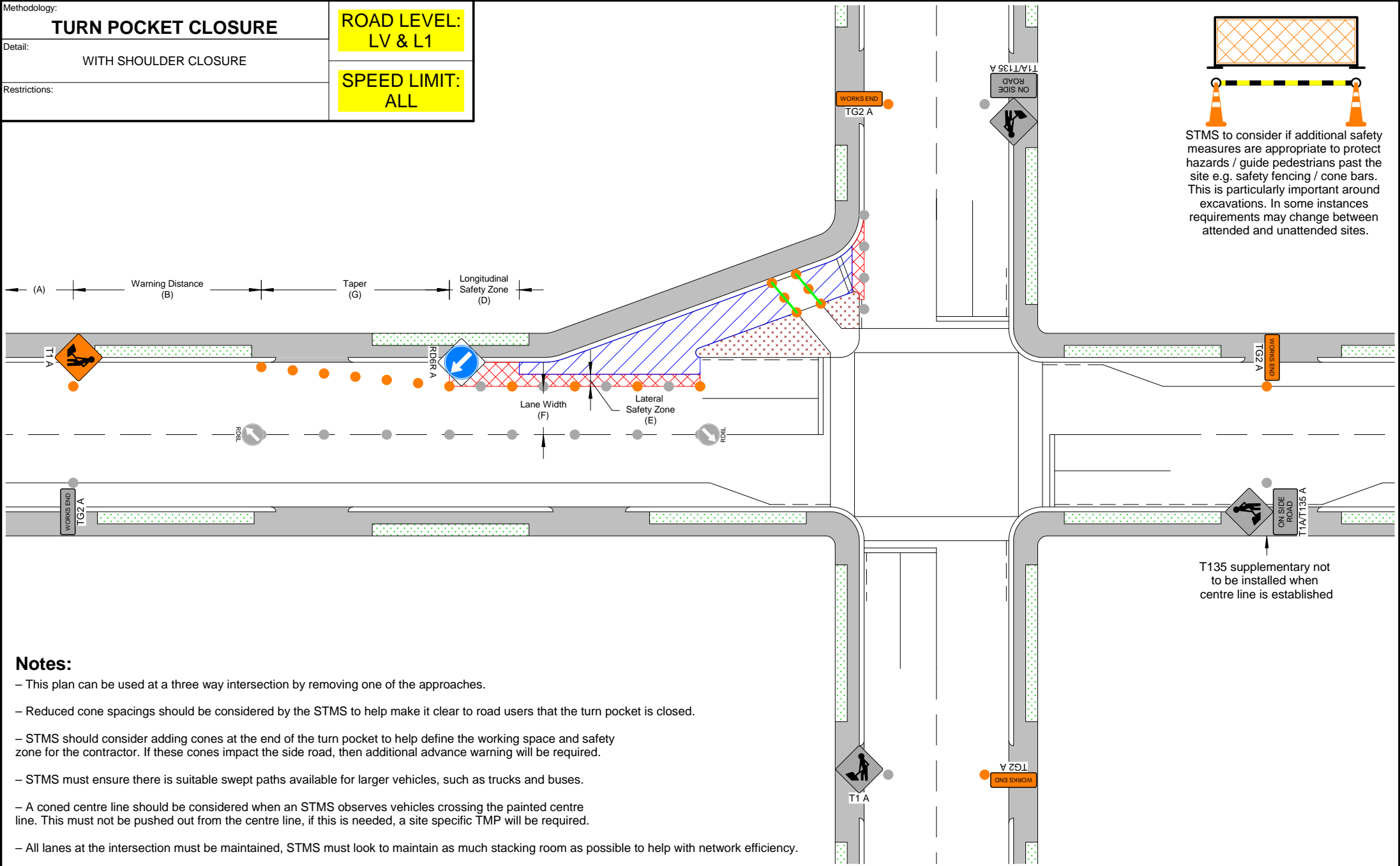
Methodology:	ROAD LEVEL: L2
TURN POCKET CLOSURE	
Detail:	SPEED LIMIT: ALL
Restrictions: NIGHT WORK ONLY	



- ### 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.

Methodology:	TURN POCKET CLOSURE	ROAD LEVEL: LV & L1
Detail:	WITH SHOULDER CLOSURE	
Restrictions:		SPEED LIMIT: ALL



Notes:

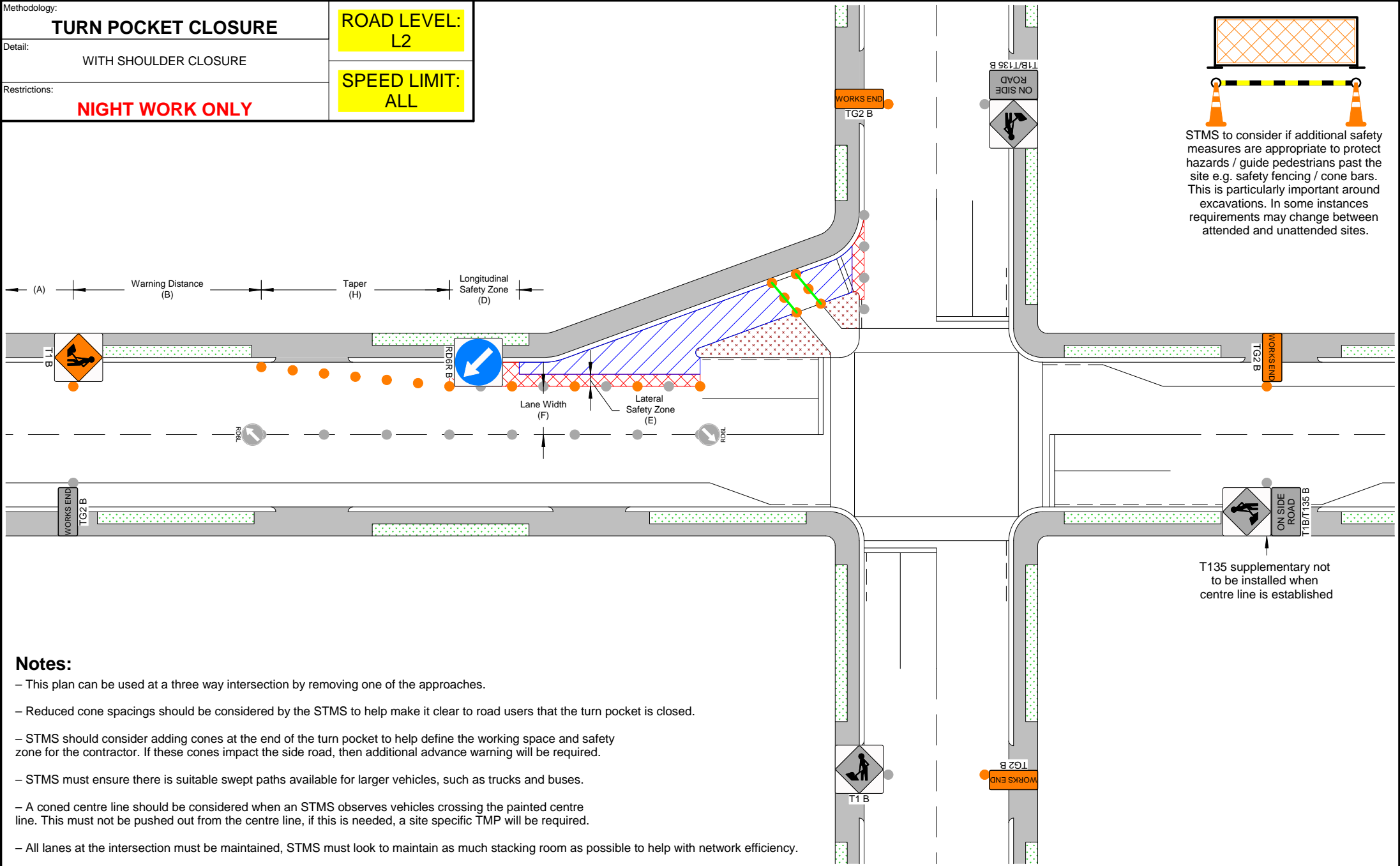
- This plan can be used at a three way intersection by removing one of the approaches.
- Reduced cone spacings should be considered by the STMS to help make it clear to road users that the turn pocket is closed.
- STMS should consider adding cones at the end of the turn pocket to help define the working 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
081A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Two Way Two Lane	Static	
		Date: JULY 2018	Submitted By:		

Methodology:
TURN POCKET CLOSURE
Detail:
WITH SHOULDER CLOSURE
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.
- 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.

Methodology:

PEDESTRIAN PROVISION

Detail:

FOOTPATH RESTRICTED / DIVERTED BEHIND BERM

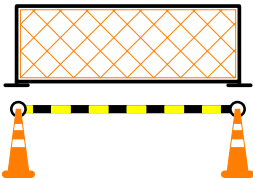
Restrictions:

ROAD LEVEL:

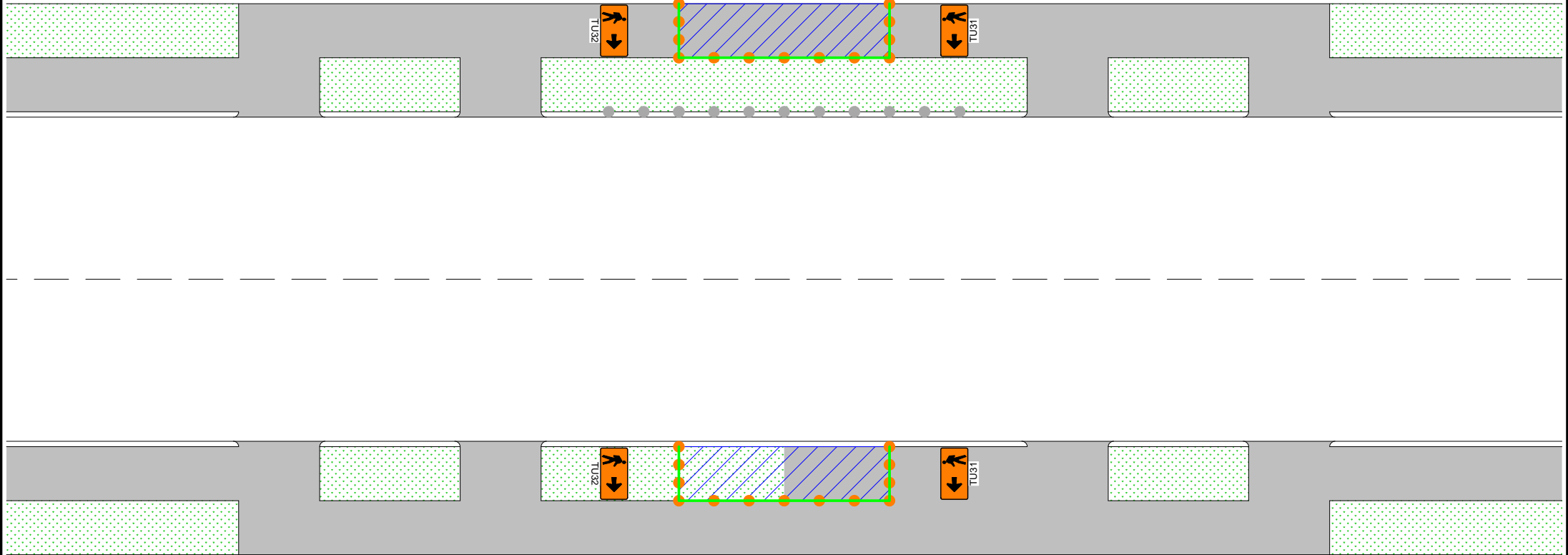
ALL

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.



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.

Temporary Footpath Widths - CoPTTM C13.2.2		
Location	Min. Width	Comments
Residential/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		

Methodology:

PEDESTRIAN PROVISION

Detail:

FOOTPATH DIVERTED ONTO CARRIAGEWAY

Restrictions:

ROAD LEVEL:

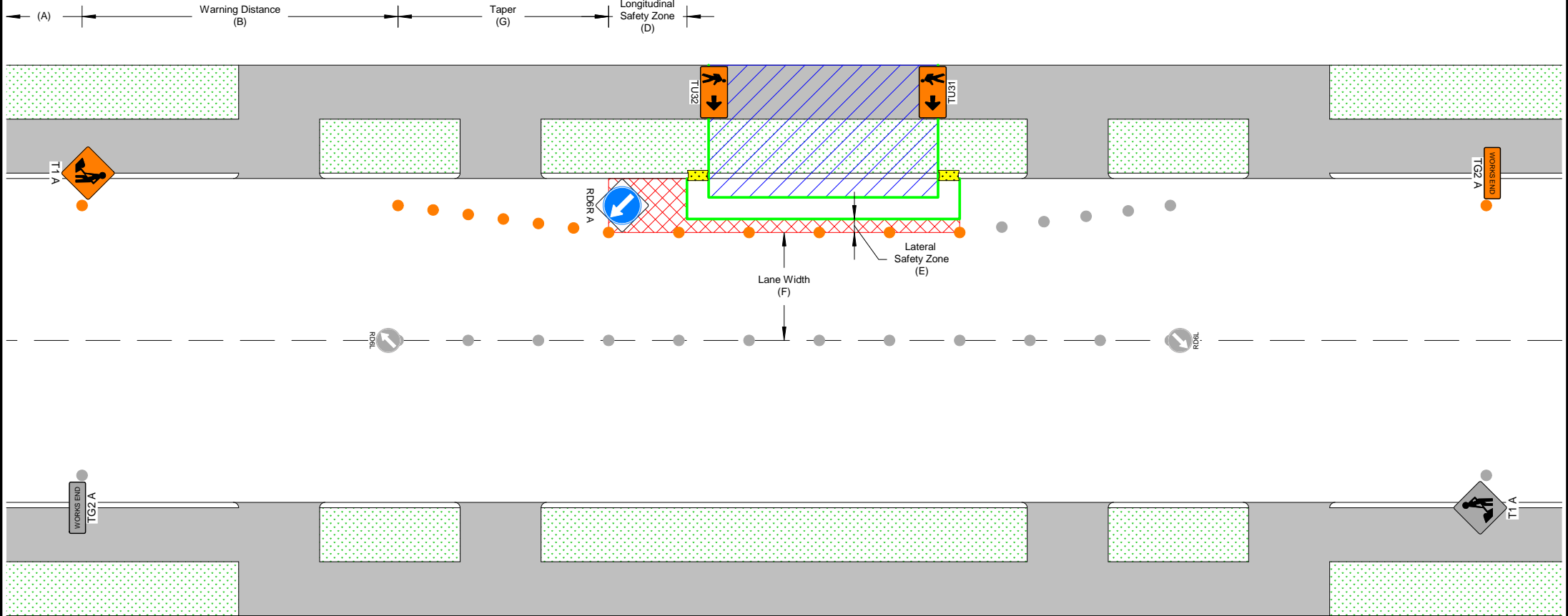
LV & L1

SPEED LIMIT:

ALL

Diagram illustrating the setup for a temporary footpath diversion onto a carriageway. The setup includes a road with a footpath, a diversion area with safety zones, and various traffic signs and barriers.

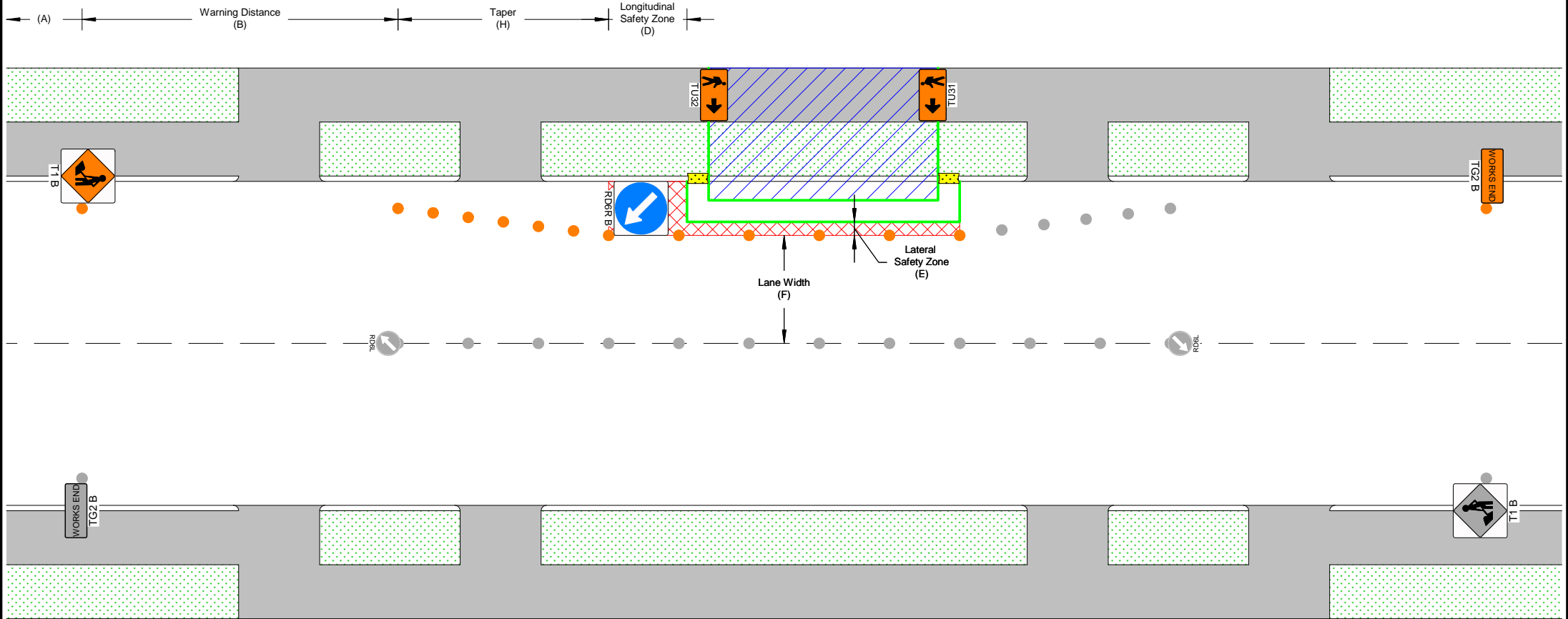
STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



- 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
Residential/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		


Methodology:	PEDESTRIAN PROVISION	ROAD LEVEL: L2
Detail:	FOOTPATH DIVERTED ONTO CARRIAGEWAY	SPEED LIMIT: ALL
Restrictions:		



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
Residential/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:	 <div>Christchurch Transport Operations Centre</div> <div>Copyright Christchurch Transport Operation Centre ©</div>	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	ALL	Operation:	STATIC	
091B		Version:	1	Date:	JULY 2018		Submitted By:	

Methodology:

PEDESTRIAN PROVISION

Detail:

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

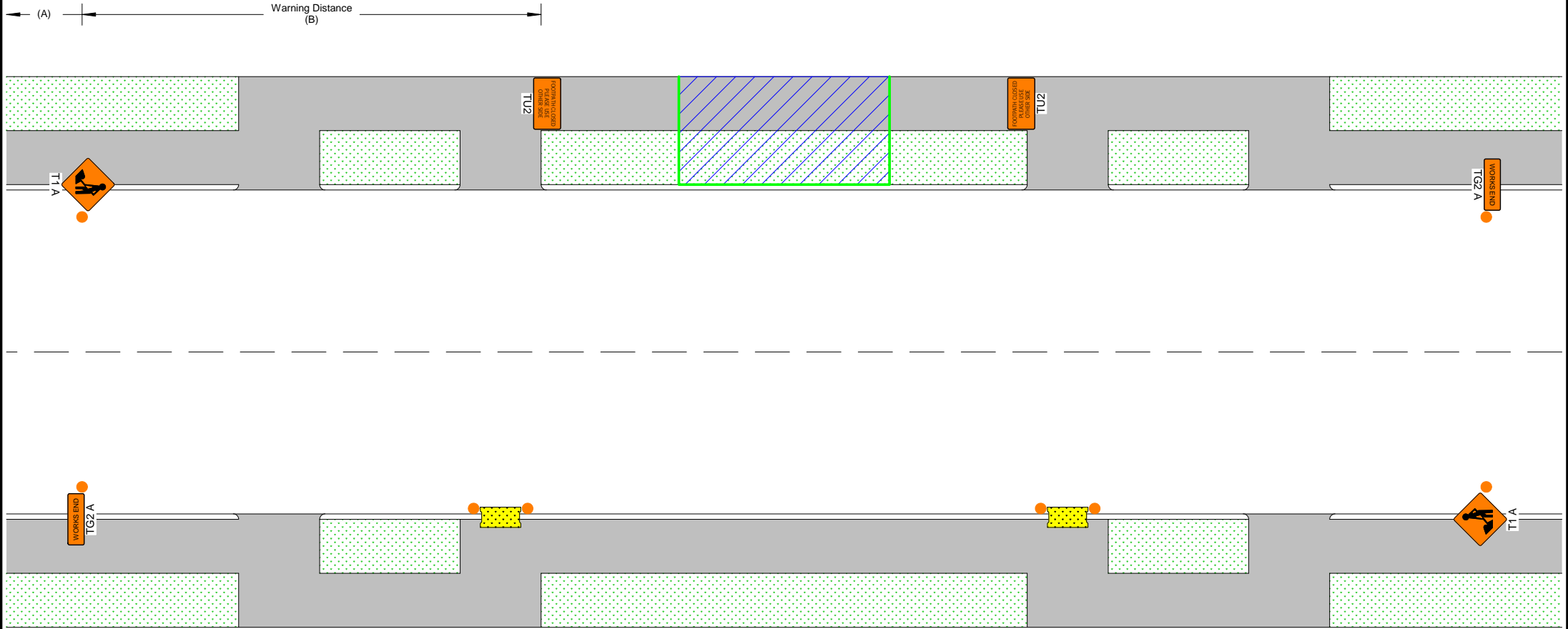
Restrictions:

ROAD LEVEL:
LV & L1

SPEED LIMIT:
UNDER 65KPH



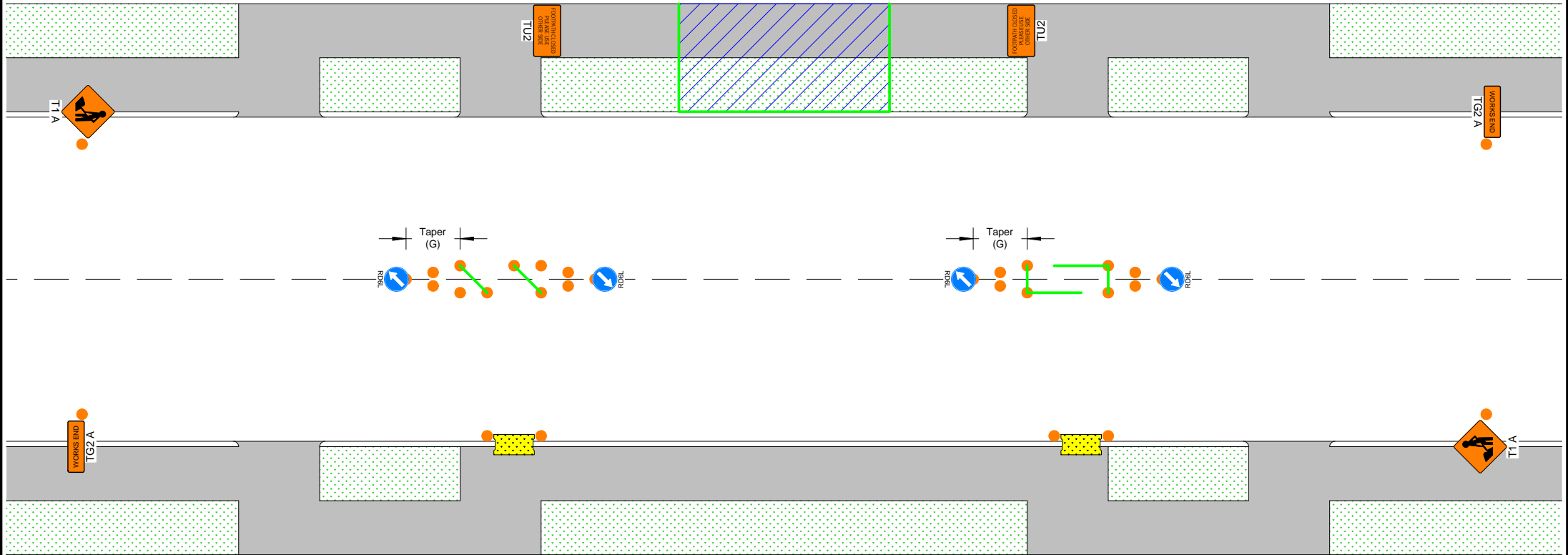
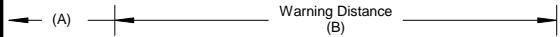
STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.



- 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

Methodology:	PEDESTRIAN PROVISION	ROAD LEVEL: LV & L1
Detail:	FOOTPATH CLOSE - PEDESTRIANS USE OTHER SIDE (TEMPORARY REFUGE)	SPEED LIMIT: UNDER 65KPH
Restrictions:		




Notes:

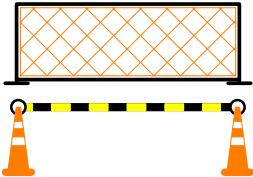
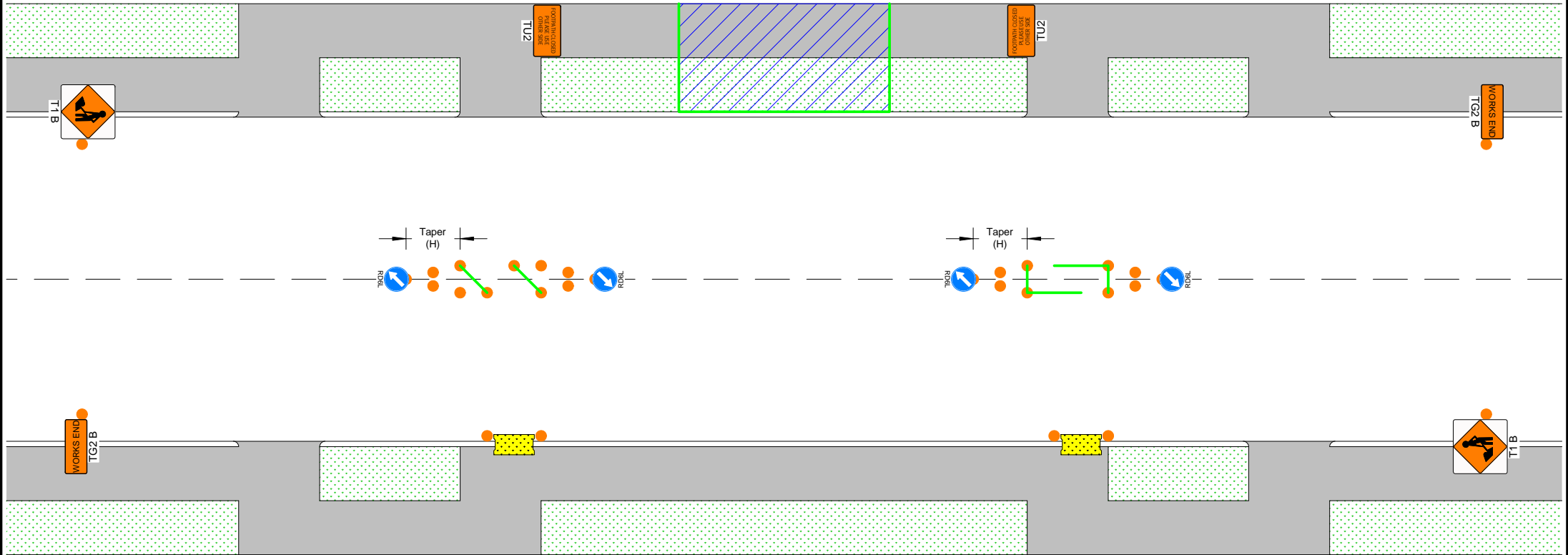
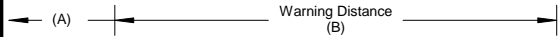
- STMS will need to install a suitable ramp where pedestrians are required to traverse uneven surfaces e.g. transitioning from a footpath to the road over a kerb.
- Where possible, the TU2 sign should be placed where there is either a permanent pedestrian refuge, at a painted crossing or signalised crossing. 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

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.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
094A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Two Way Two Lane	Static	
		Date: JULY 2018	Submitted By:		

Methodology:	PEDESTRIAN PROVISION	ROAD LEVEL: L2
Detail:	FOOTPATH CLOSE - PEDESTRIANS USE OTHER SIDE (TEMPORARY REFUGE)	SPEED LIMIT: UNDER 65KPH
Restrictions:		




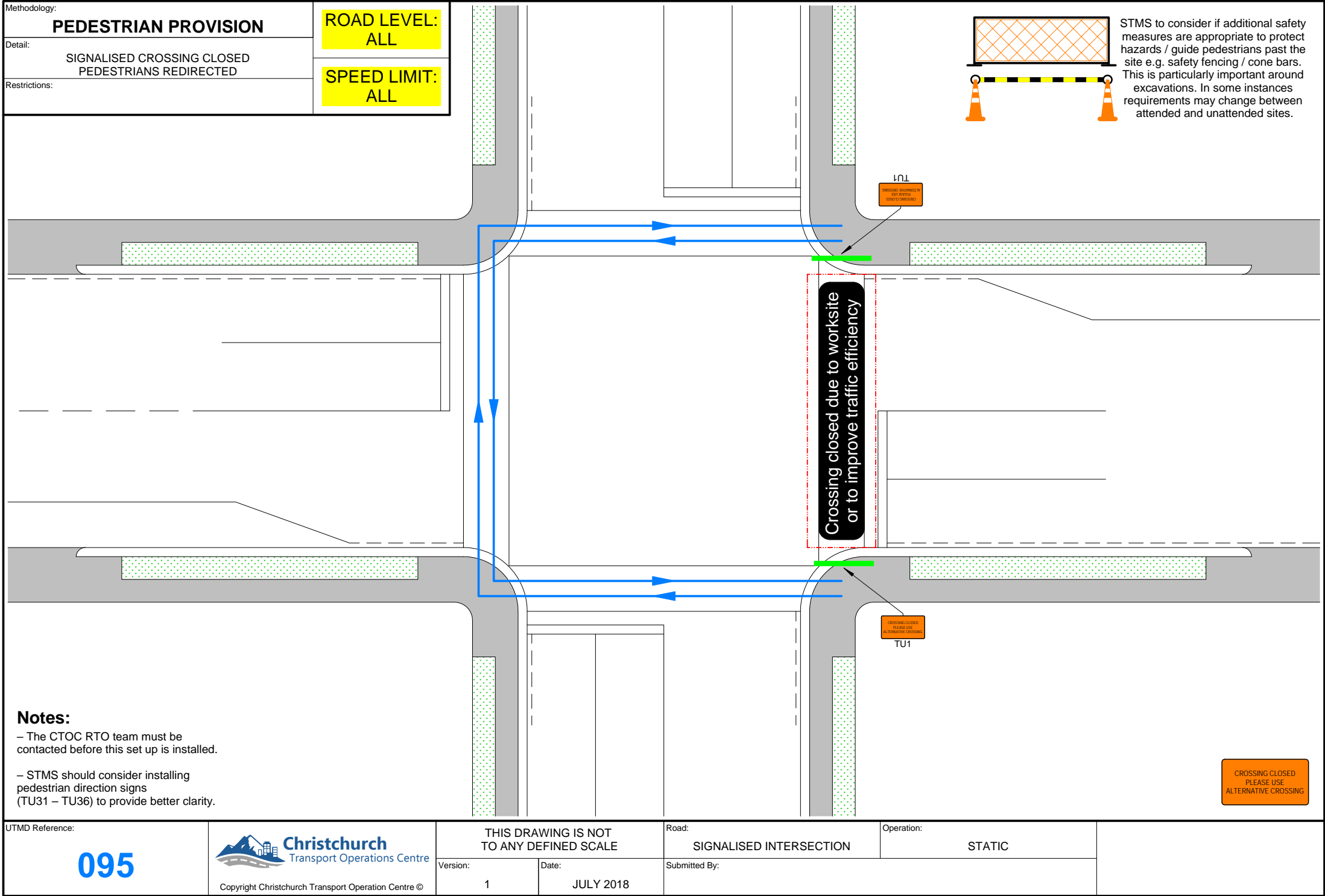
STMS to consider if additional safety measures are appropriate to protect hazards / guide pedestrians past the site e.g. safety fencing / cone bars. This is particularly important around excavations. In some instances requirements may change between attended and unattended sites.

Notes:

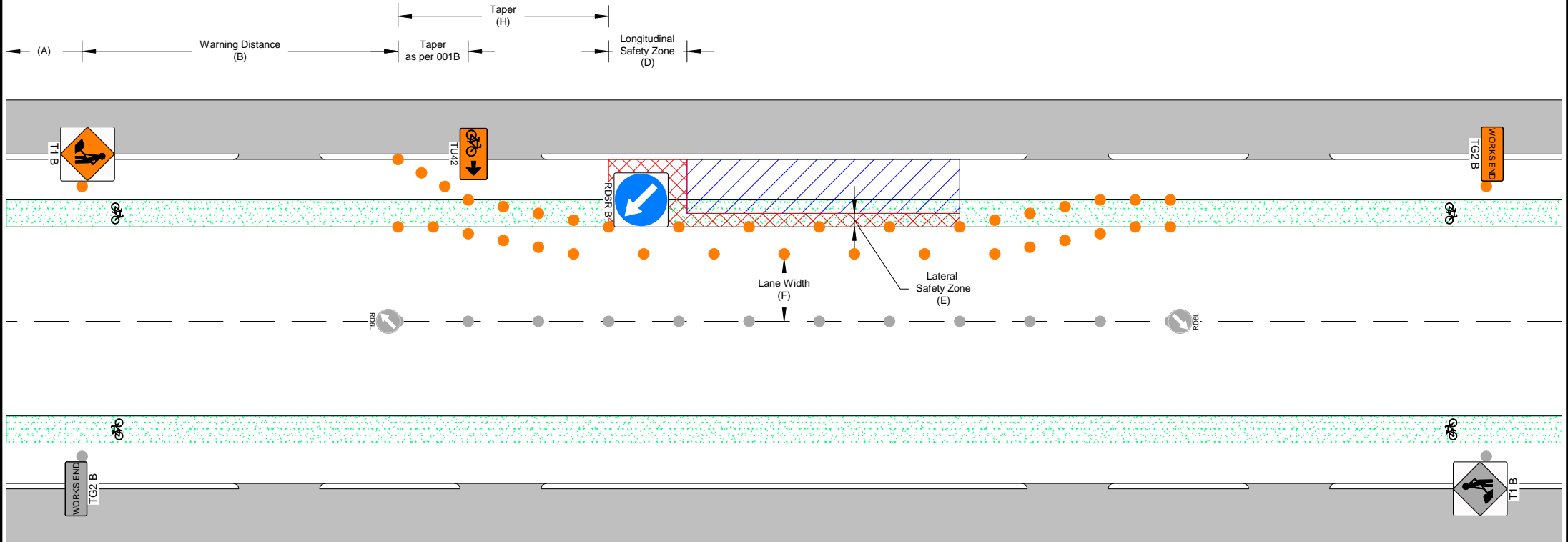
- STMS will need to install a suitable ramp where pedestrians are required to traverse uneven surfaces e.g. transitioning from a footpath to the road over a kerb.
- Where possible, the TU2 sign should be placed where there is either a permanent pedestrian refuge, at a painted crossing or signalised crossing. 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	TWO WAY TWO LANE	Operation:	STATIC
094B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		



Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	CYCLE LANE CLOSURE DIVERTED INTO TEMPORARY CYCLE LANE	SPEED LIMIT: ALL
Restrictions:		



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

UTMD Reference: <div>100B</div>	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: TWO WAY TWO LANE	Operation: STATIC	
		Version: 1	Date: JULY 2018			

Methodology:

CYCLIST PROVISION

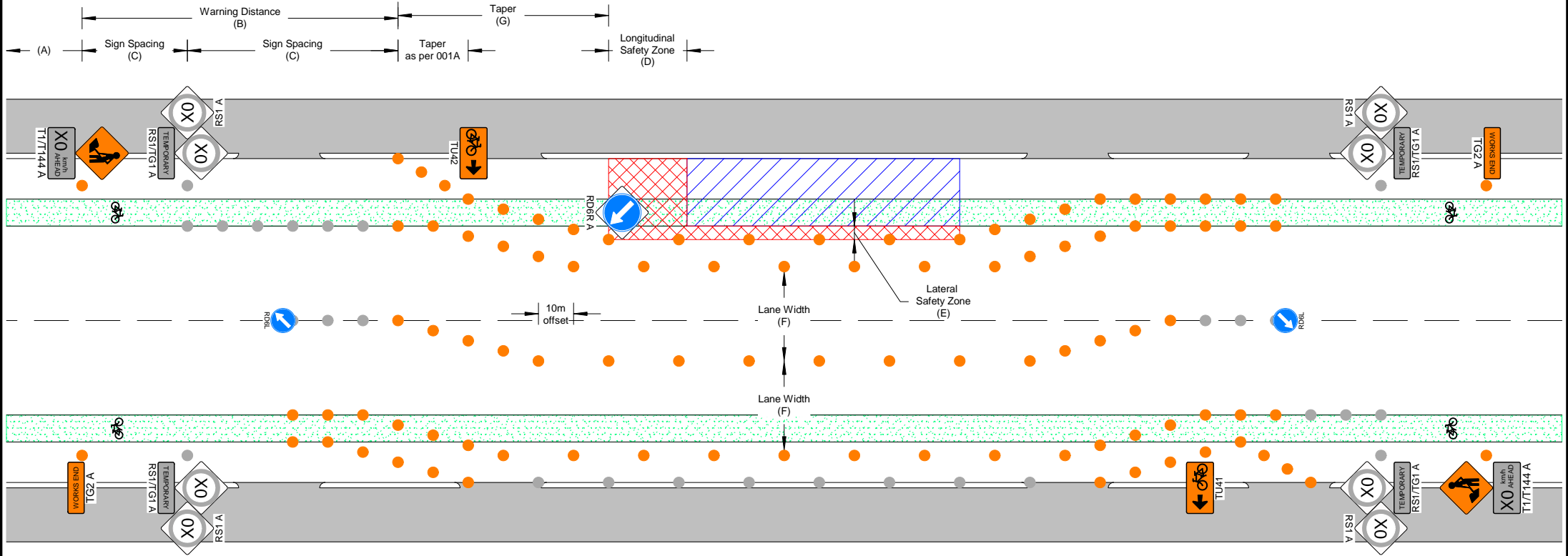
Detail:

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

Methodology:

CYCLIST PROVISION

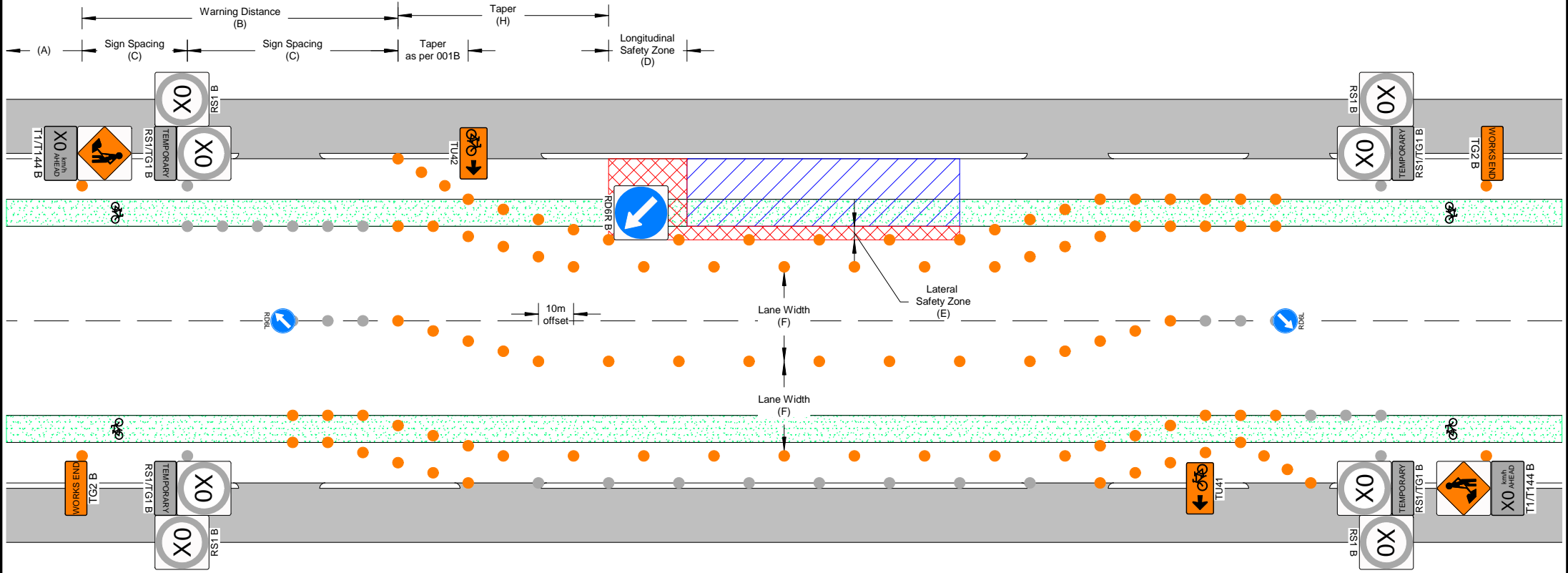
ROAD LEVEL:
L2

Detail:

CYCLE LANES CLOSED
DIVERTED INTO TEMPORARY CYCLE LANES V1

Restrictions:

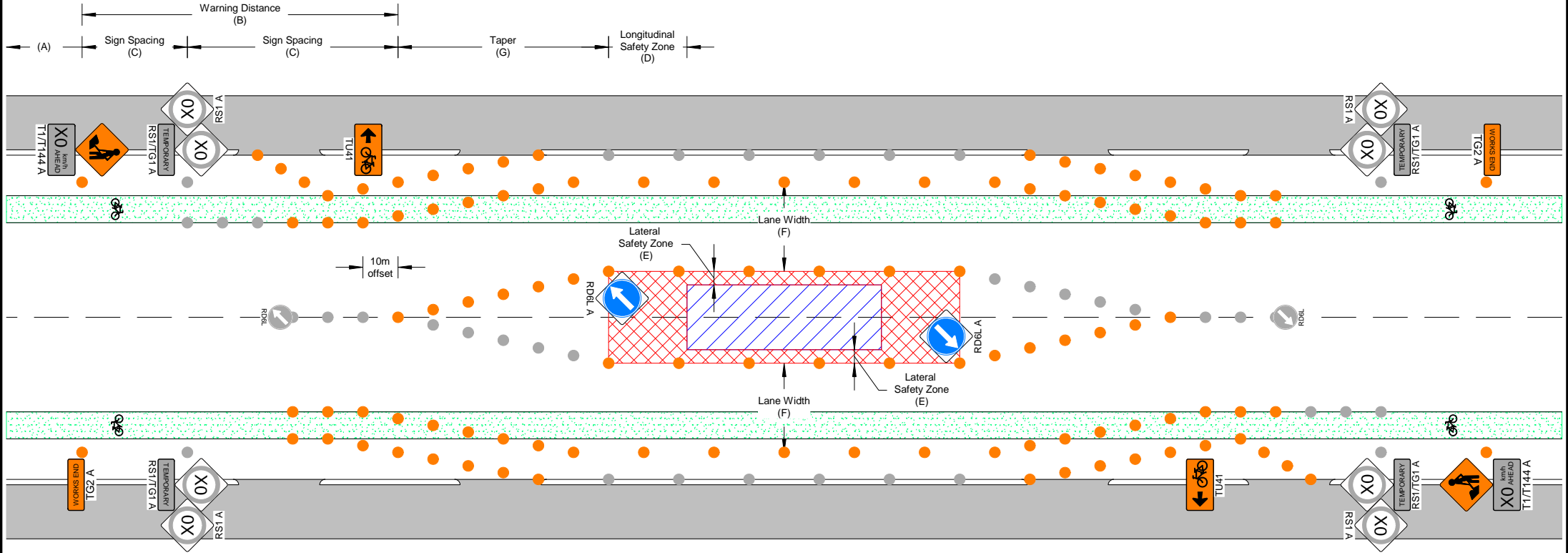
SPEED LIMIT:
ALL



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

Methodology:	CYCLIST PROVISION	ROAD LEVEL: LV & L1
Detail:	CYCLE LANES CLOSED DIVERTED INTO TEMPORARY CYCLE LANES V2	
Restrictions:	SPEED LIMIT: ALL	




Notes:

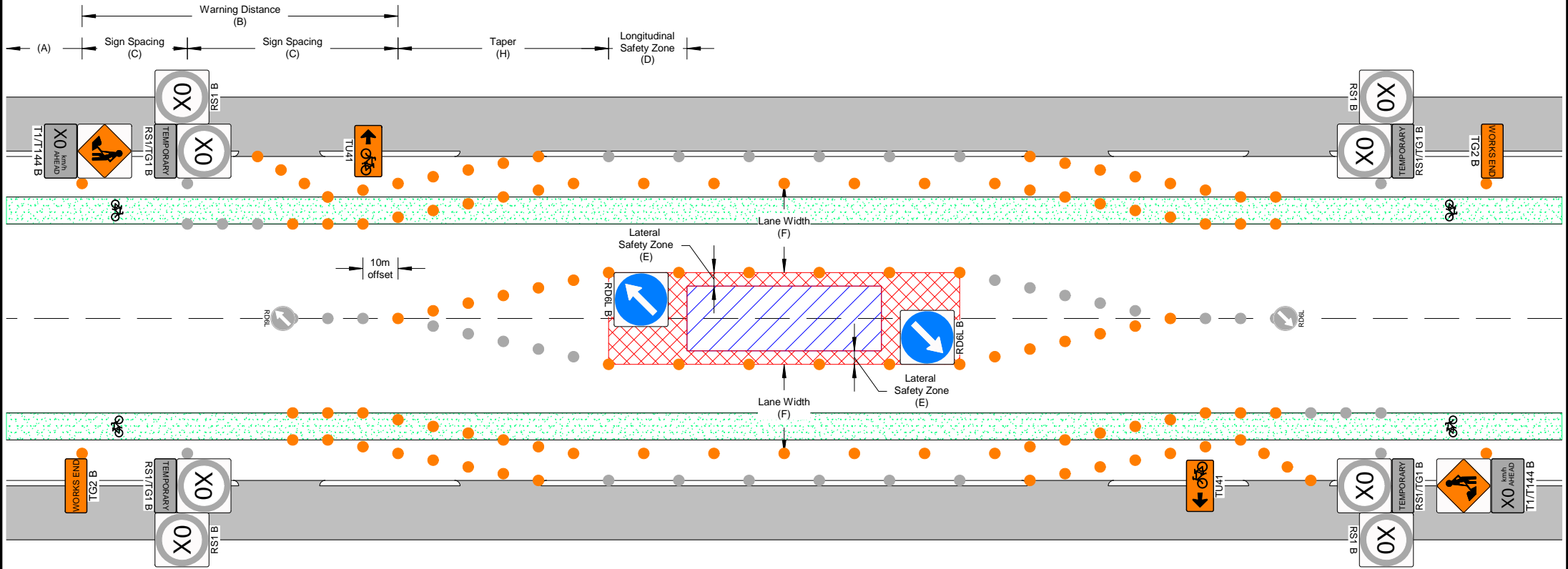
- For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.
- Where there is a defined shoulder, a separate taper must be installed as per diagram 001A.
- Additional delineation should be used for TSL compliance and to help define temporary cycle 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 temporary cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	TWO WAY TWO LANE	Operation: STATIC	
102A		Version: 1	Date: JULY 2018	Submitted By:			

Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	CYCLE LANES CLOSED DIVERTED INTO TEMPORARY CYCLE LANES V2	
Restrictions:	SPEED LIMIT: ALL	




Notes:

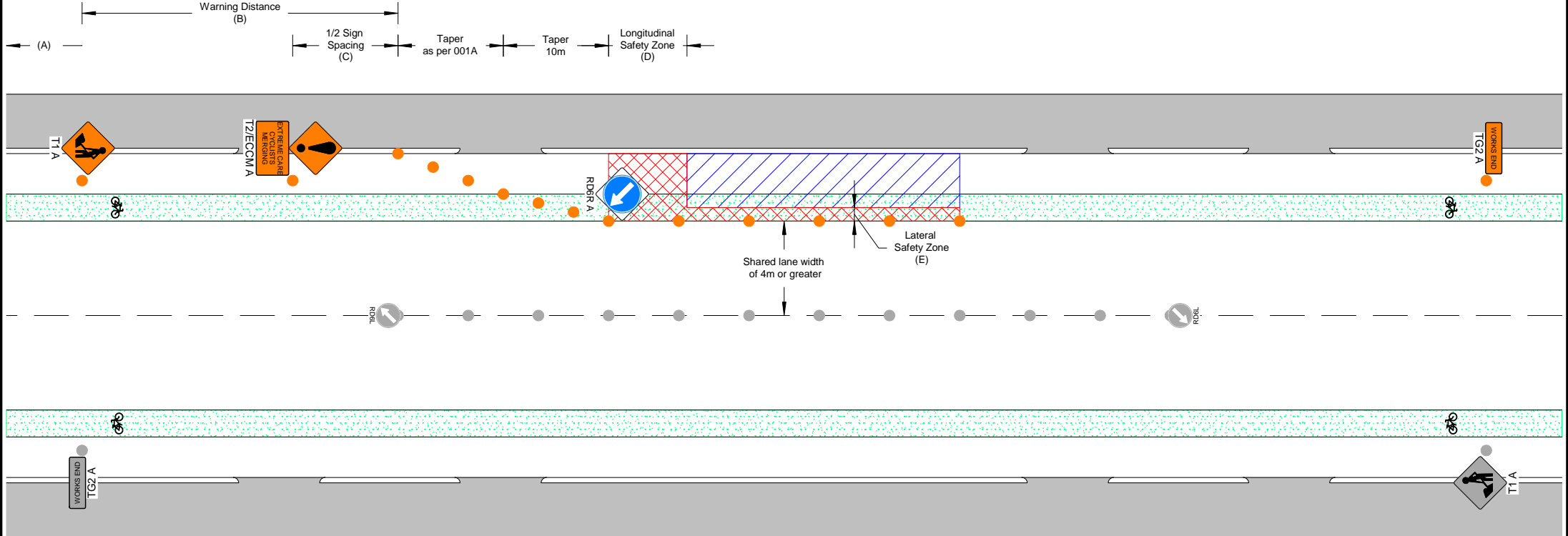
- For taper lengths, consider the lane width to be from the kerb side of the cycle lane to the centre of the road.
- Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.
- Additional delineation should be used for TSL compliance and to help define temporary cycle 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 temporary cycle lane is uphill as riders tend to pump their cycle from side to side as they climb the hill.


UTMD Reference:	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	TWO WAY TWO LANE		Operation:	STATIC	
102B		Version:	1	Date:	JULY 2018		Submitted By:		

Methodology:	CYCLIST PROVISION	ROAD LEVEL: LV & L1
Detail:	CYCLE LANE CLOSURE CYCLEST MERGING INTO TRAFFIC LANE	SPEED LIMIT: UNDER 65KPH
Restrictions:		

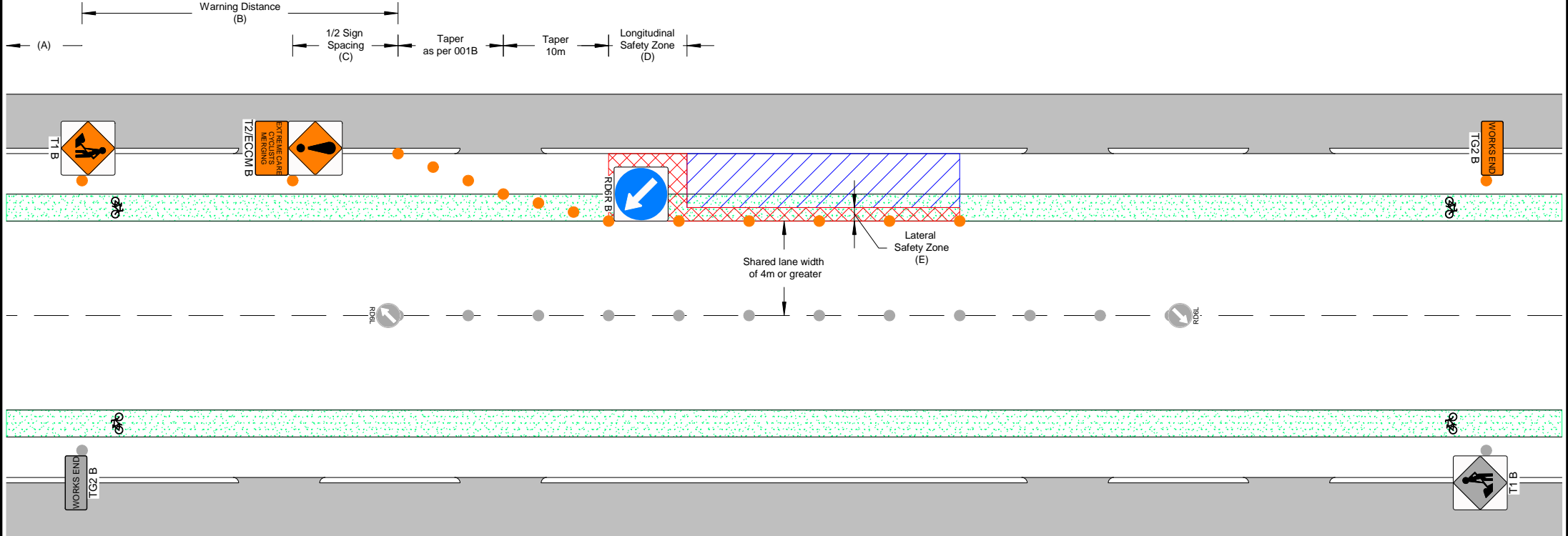


Notes:

- '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:	TWO WAY TWO LANE	Operation:	STATIC	
103A	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:		

Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	CYCLE LANE CLOSURE CYCLISTS MERGING INTO TRAFFIC LANE	
Restrictions:	SPEED LIMIT: UNDER 65KPH	

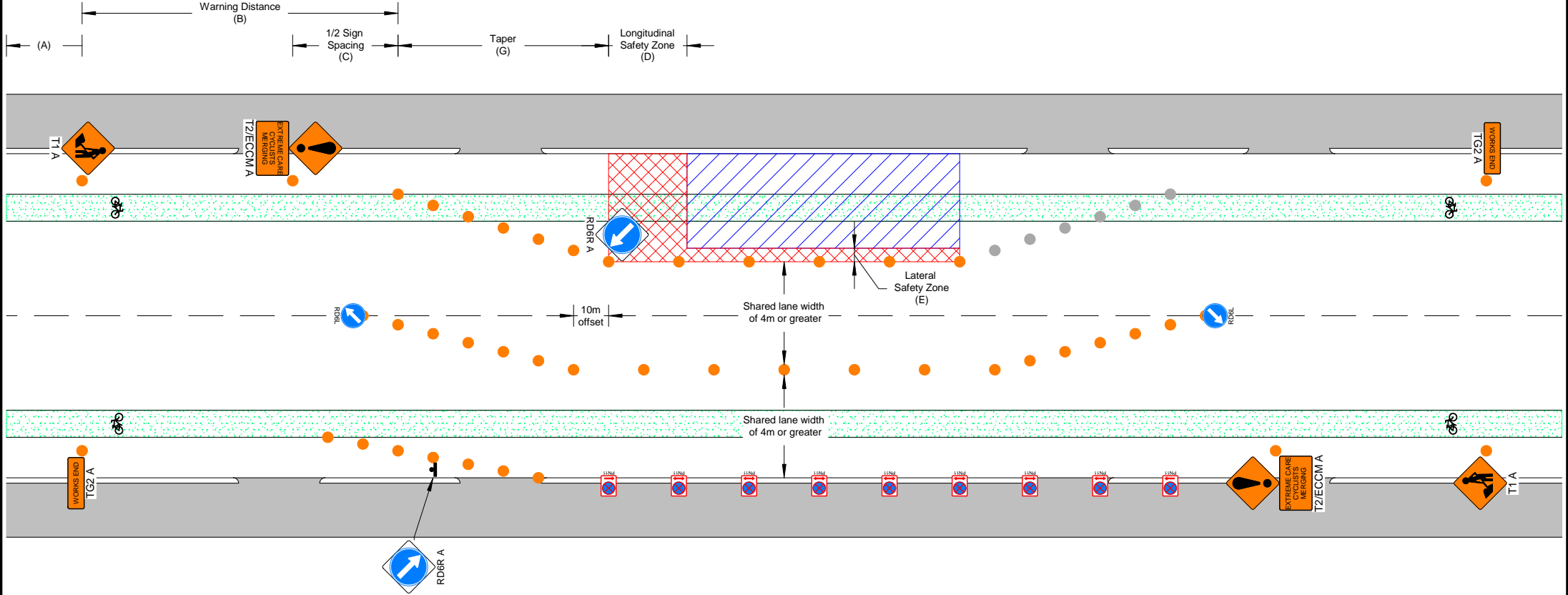


Notes:

- '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:	TWO WAY TWO LANE	Operation:	STATIC	
103B	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:		

Methodology:	CYCLIST PROVISION	ROAD LEVEL: LV & L1
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (NO TSL) V1	SPEED LIMIT: UNDER 65KPH
Restrictions:		

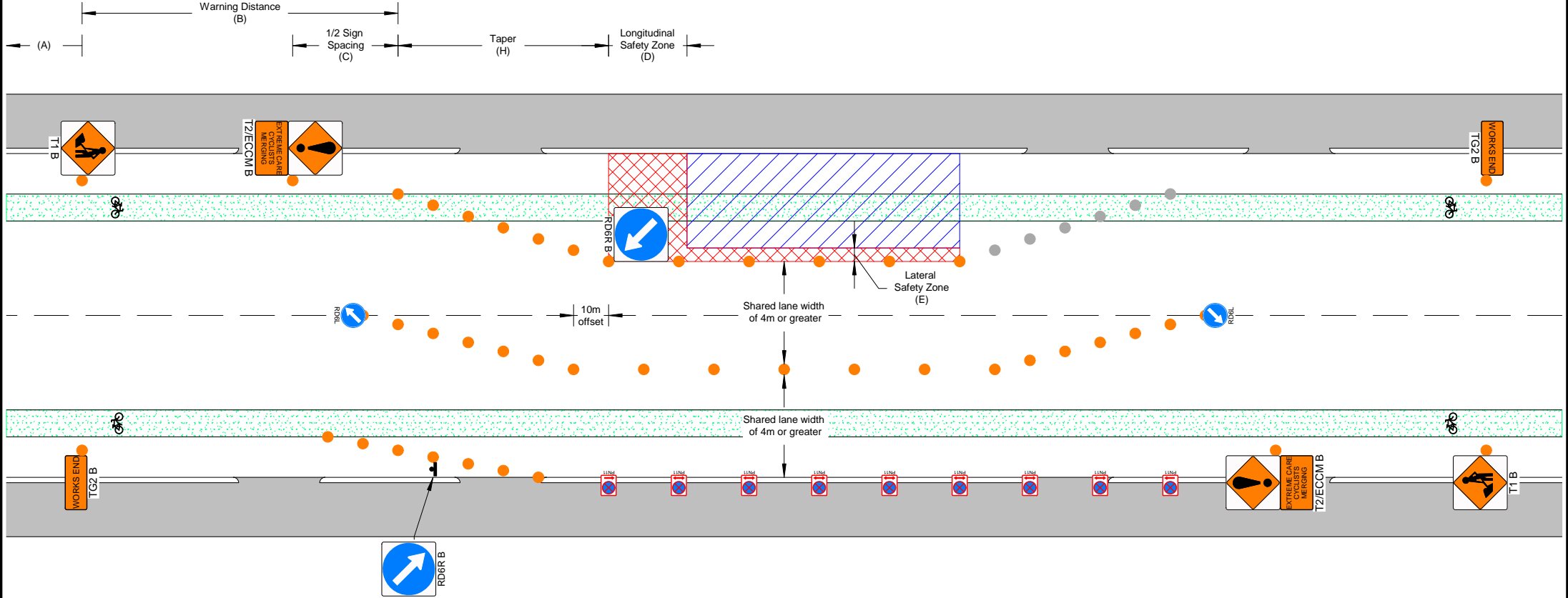


Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	TWO WAY TWO LANE	Operation:	STATIC
104A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (NO TSL) V1	
Restrictions:	SPEED LIMIT: UNDER 65KPH	

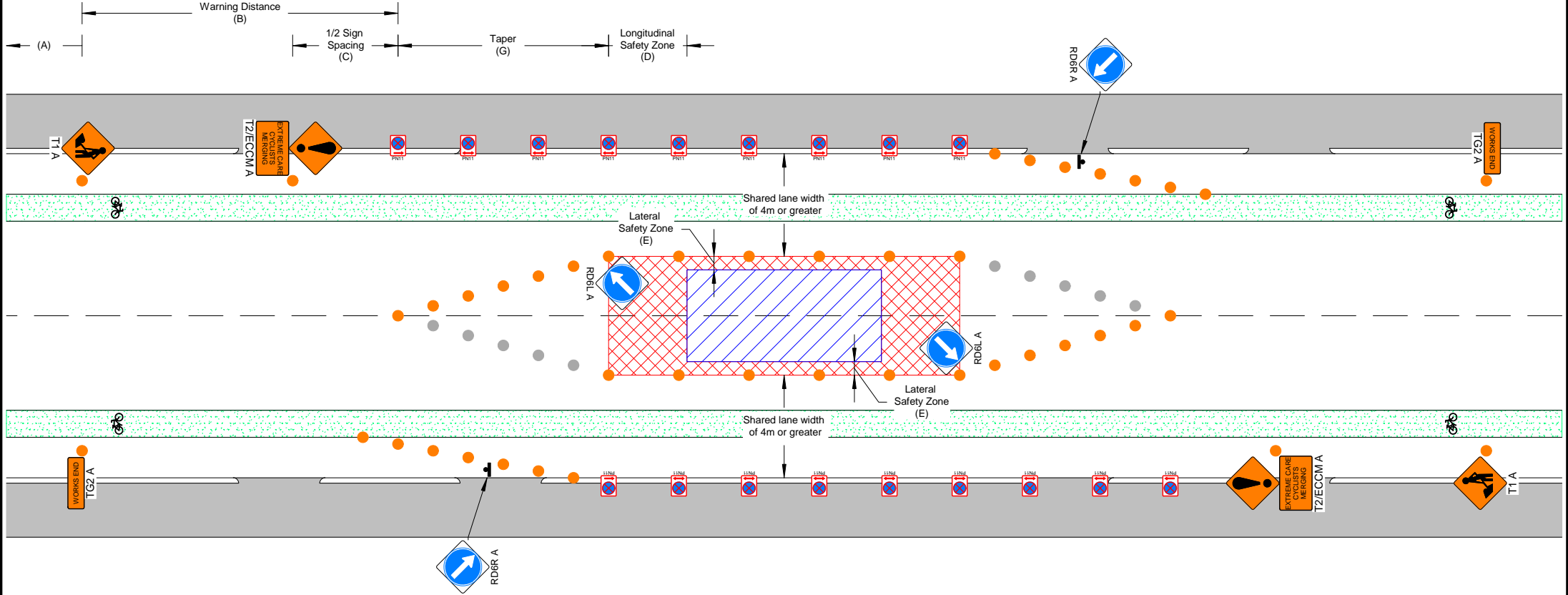


Notes:

- 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: <div>104B</div>	 <div>Christchurch Transport Operations Centre</div> Copyright Christchurch Transport Operation 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	ROAD LEVEL: LV & L1
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (NO TSL) V2	
Restrictions:	SPEED LIMIT: UNDER 65KPH	

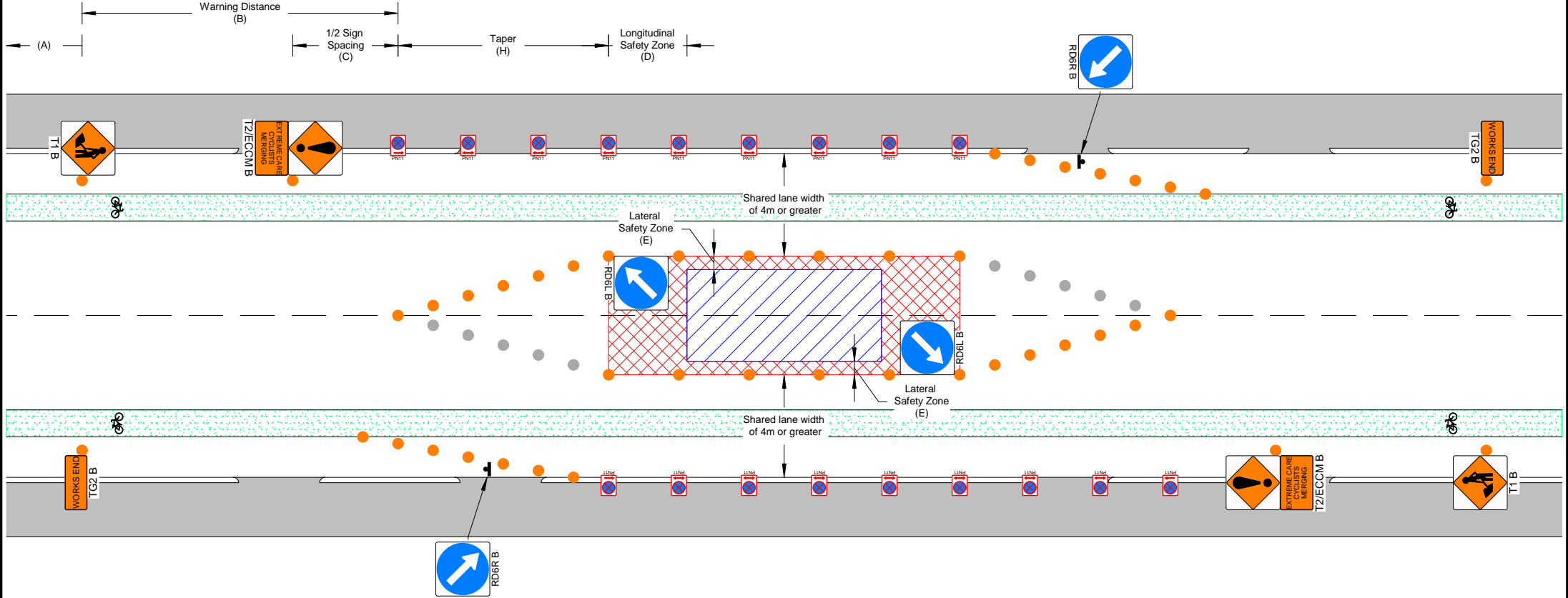


Notes:

- '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:	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: TWO WAY TWO LANE	Operation: STATIC	
105A		Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (NO TSL) V2	
Restrictions:	SPEED LIMIT: UNDER 65KPH	

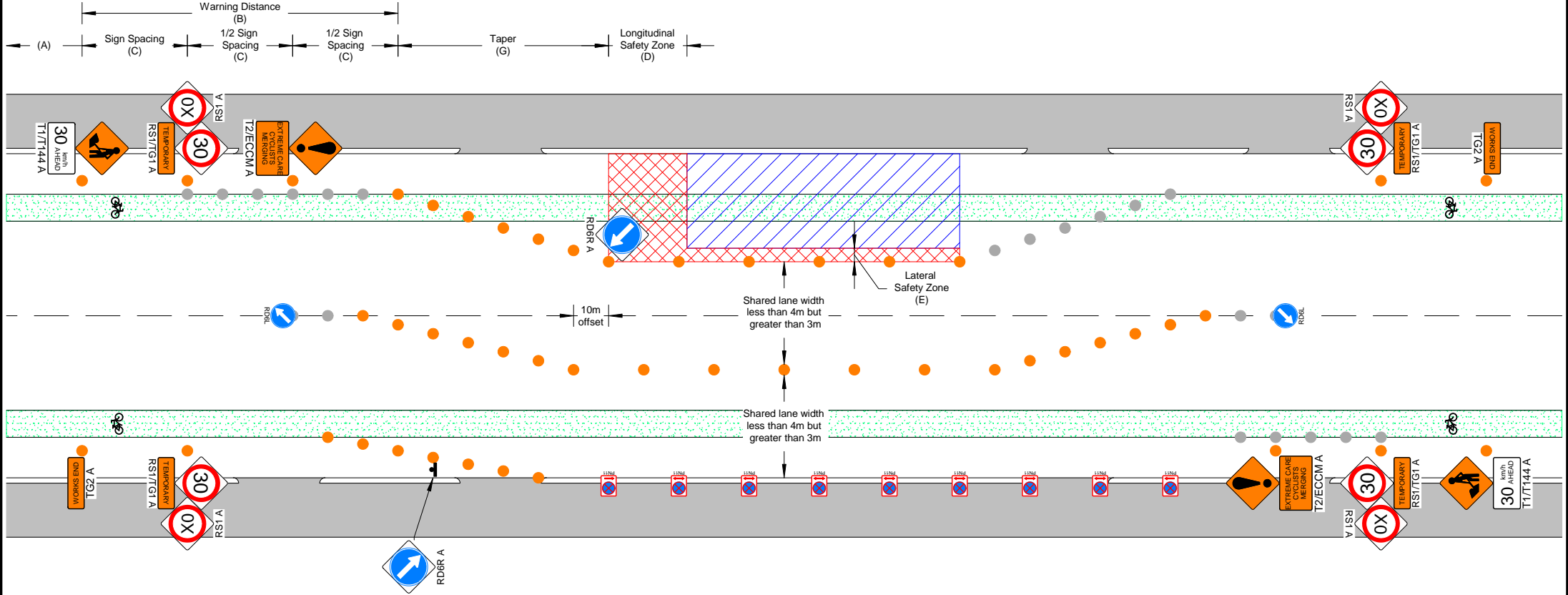


Notes:

- '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:	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: TWO WAY TWO LANE	Operation: STATIC	
105B		Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	CYCLIST PROVISION	ROAD LEVEL: LV & L1
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (WITH TSL) V2	
Restrictions:	SPEED LIMIT: ALL	

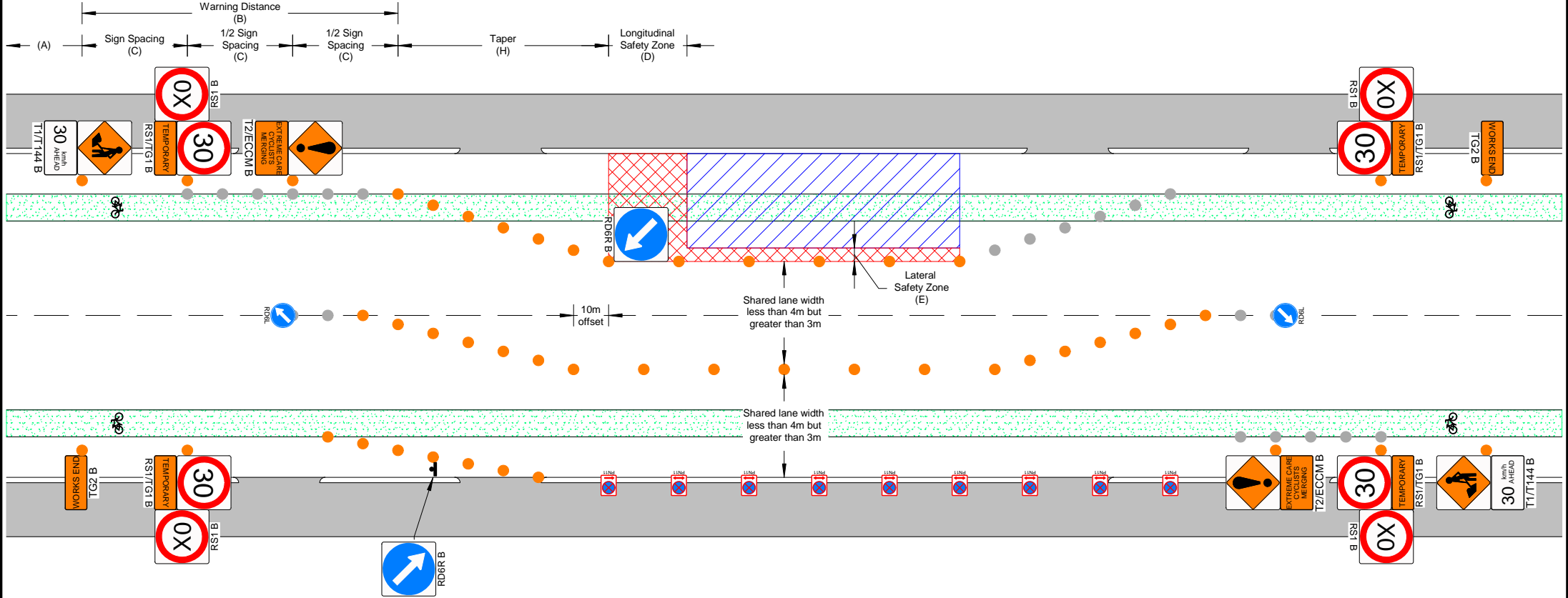


Notes:


- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	TWO WAY TWO LANE	Operation:	STATIC
106A	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:	

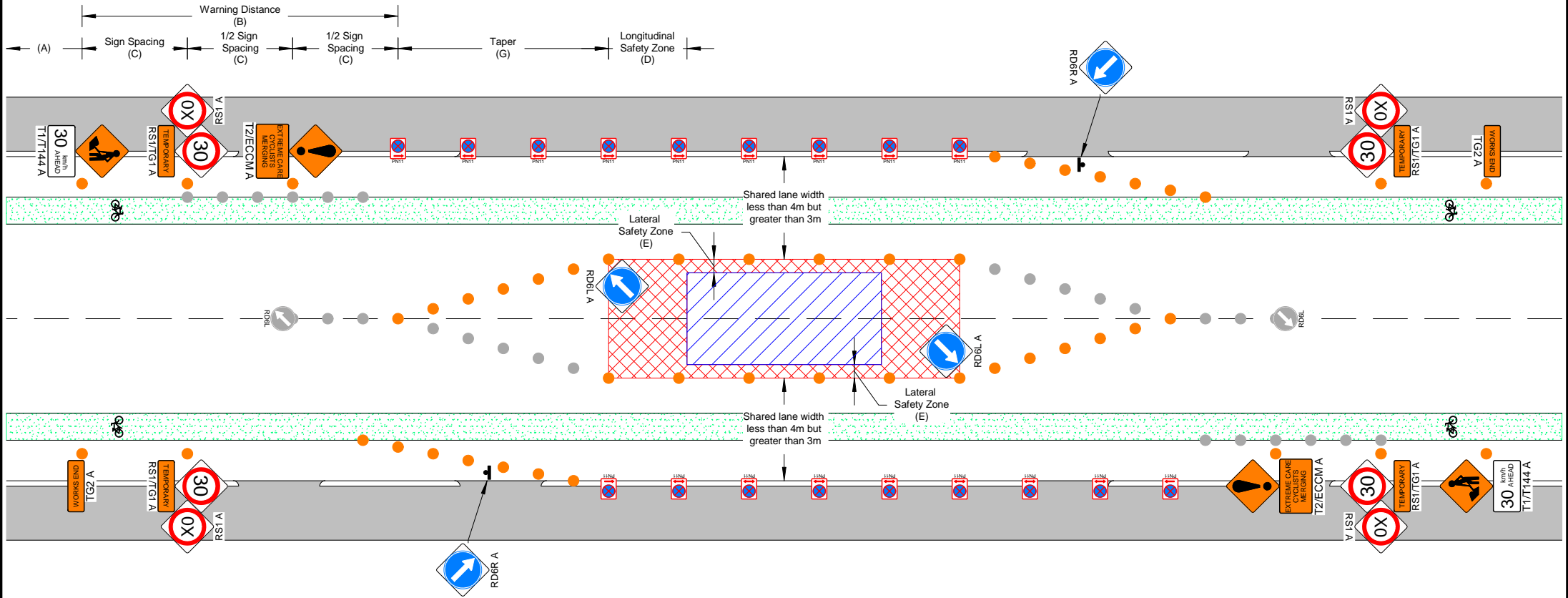
Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (WITH TSL) V2	
Restrictions:	SPEED LIMIT: ALL	




- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	TWO WAY TWO LANE	Operation:	STATIC
106B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

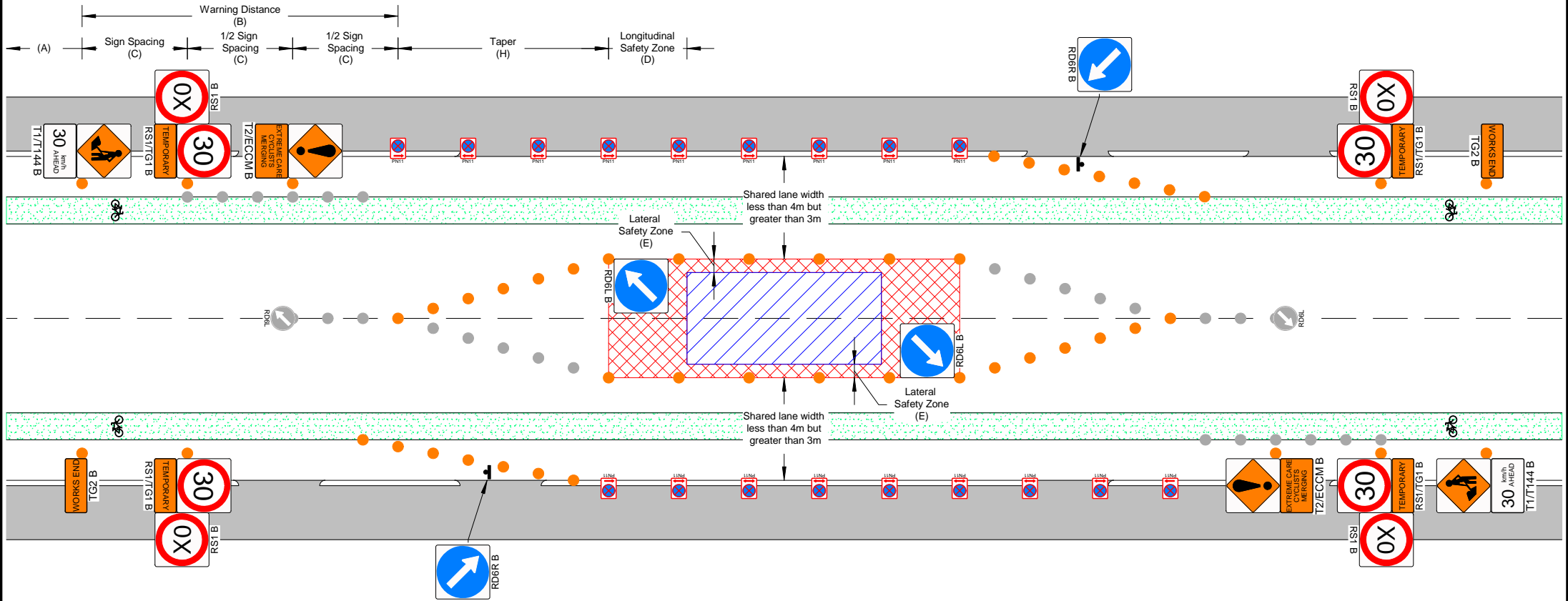
Methodology:	CYCLIST PROVISION	ROAD LEVEL: LV & L1
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (WITH TSL) V2	
Restrictions:	SPEED LIMIT: ALL	




- 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:	TWO WAY TWO LANE	Operation:	STATIC
107A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

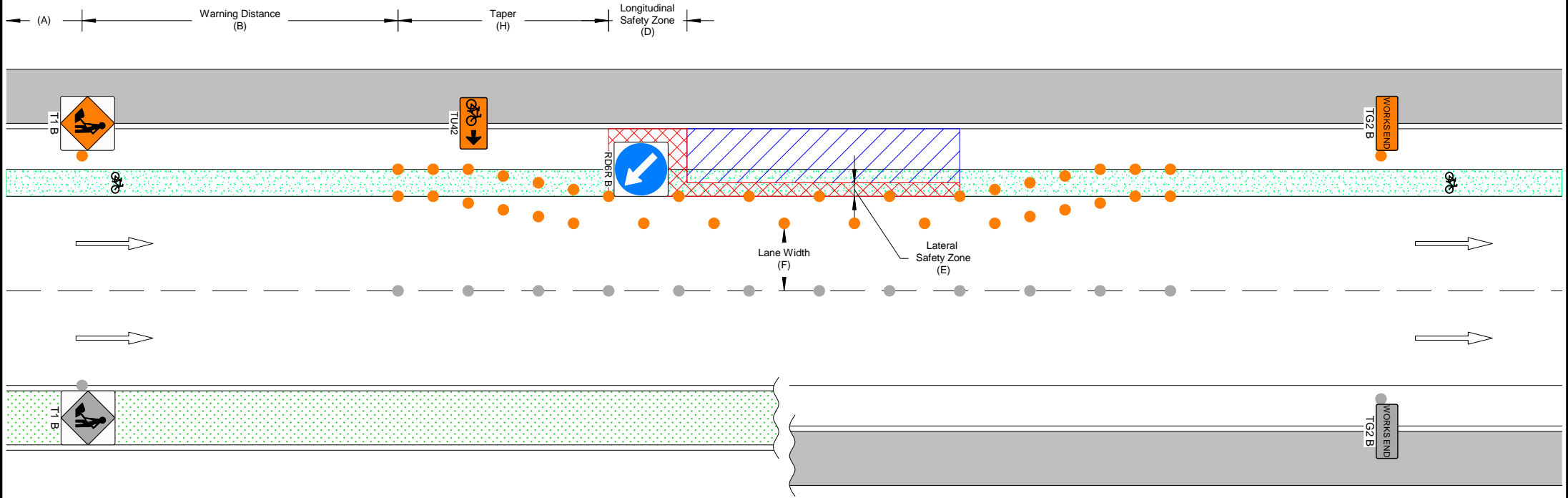
Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (WITH TSL) V2	
Restrictions:	SPEED LIMIT: ALL	



- 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:	TWO WAY TWO LANE	Operation:	STATIC
107B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	CYCLE LANE CLOSURE DIVERTED INTO TEMPORARY CYCLE LANE V1	SPEED LIMIT: ALL
Restrictions:		




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 temporary 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 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: MULTILANE	Operation: STATIC	
		Version: 1	Date: JULY 2018	Submitted By:		

Methodology:

CYCLIST PROVISION

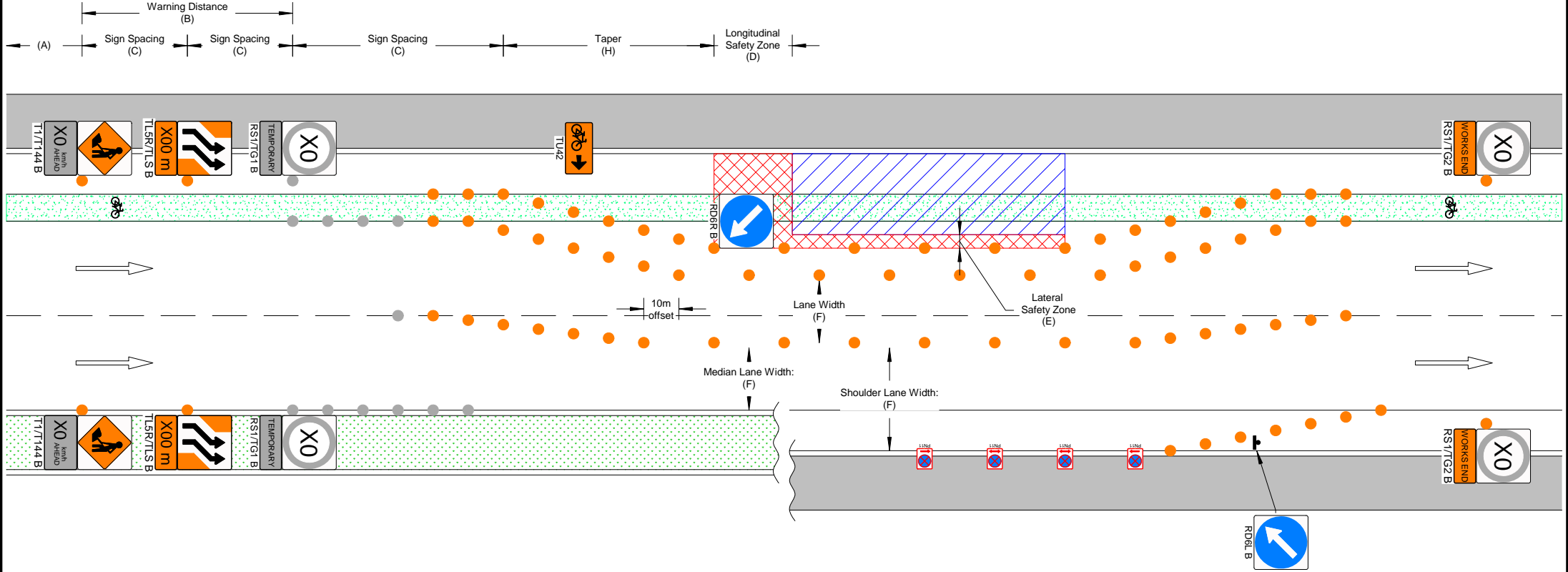
ROAD LEVEL:
L2

Detail:

CYCLE LANE CLOSURE
DIVERTED INTO TEMPORARY CYCLE LANE V2

Restrictions:

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

Methodology:

CYCLIST PROVISION

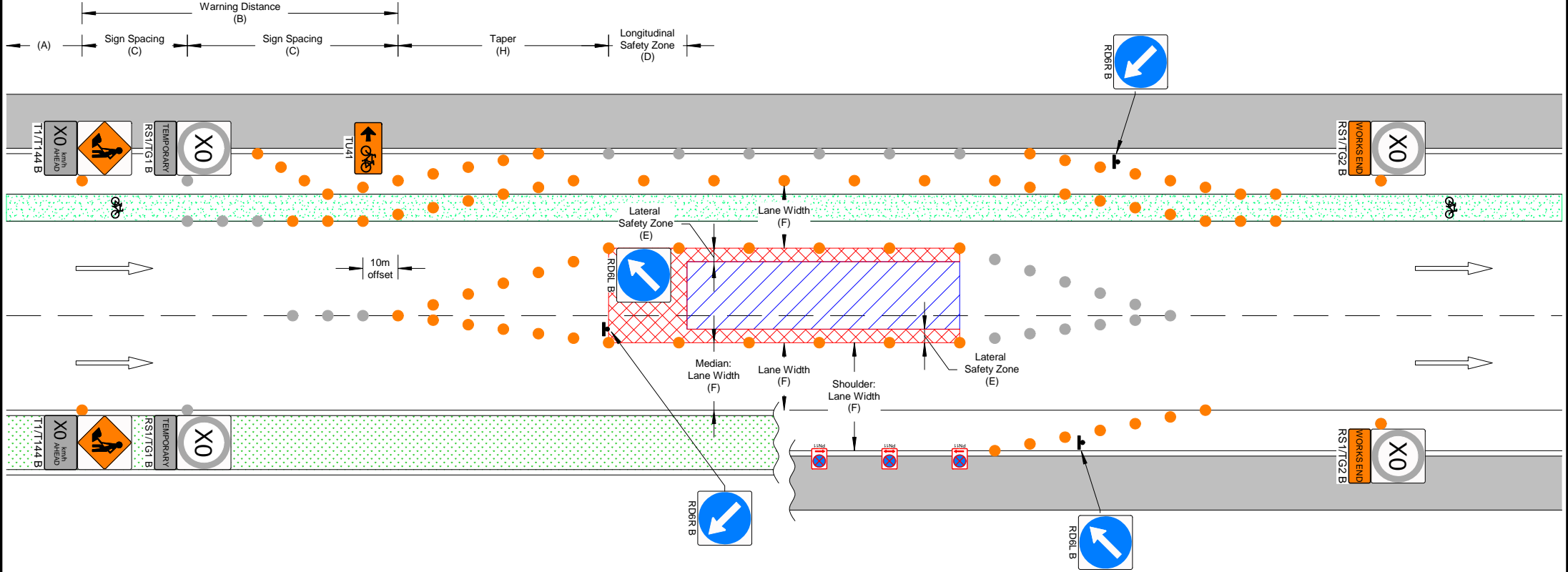
ROAD LEVEL:
L2

Detail:

CYCLE LANE CLOSURE
DIVERTED INTO TEMPORARY CYCLE LANE V3

Restrictions:

SPEED LIMIT:
ALL

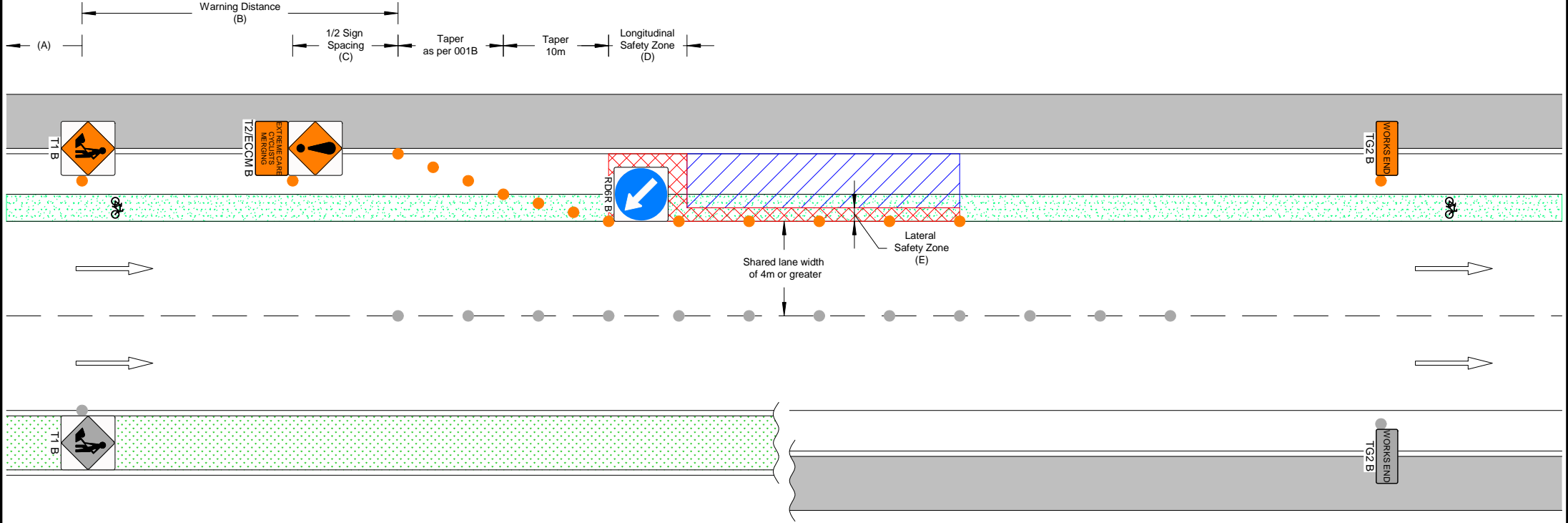


Notes:

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

Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	CYCLE LANE CLOSURE CYCLISTS MERGING INTO TRAFFIC LANE	
Restrictions:	SPEED LIMIT: UNDER 65KPH	

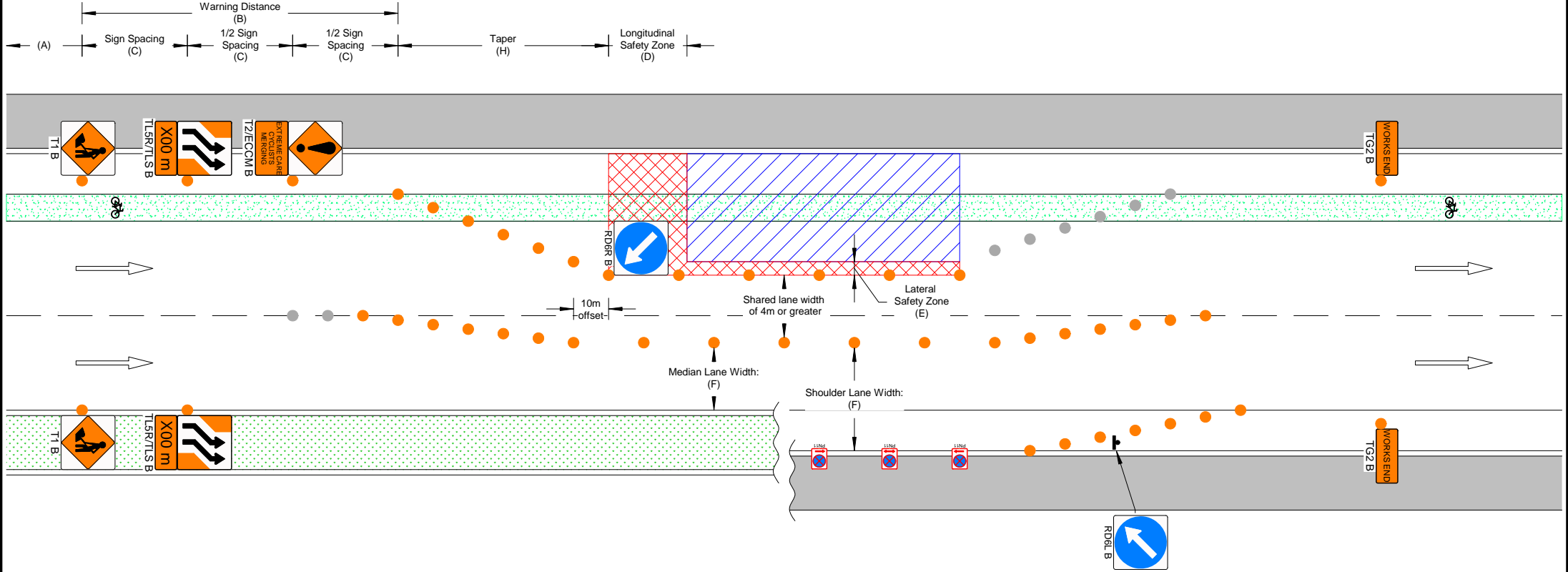


Notes:

- ‘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:	MULTILANE	Operation:	STATIC
111B	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:

Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (NO TSL) V1	
Restrictions:	SPEED LIMIT: UNDER 65KPH	

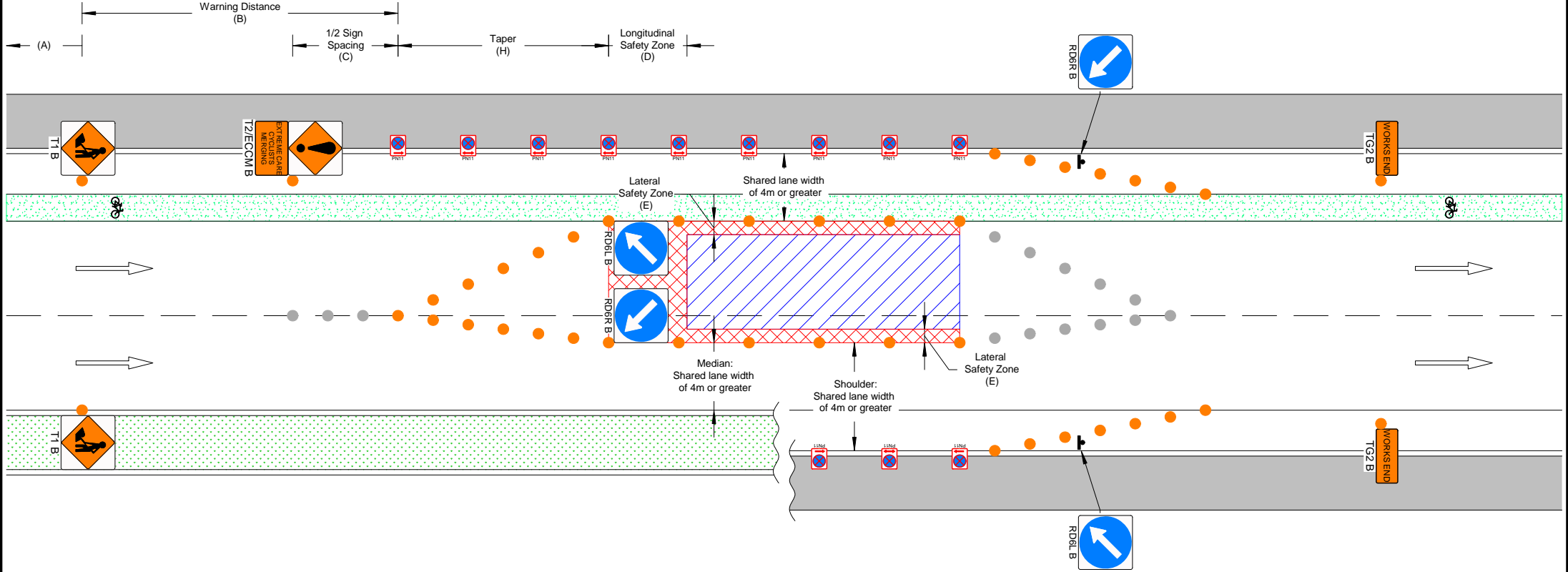


Notes:

- 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:	ONE WAY TWO LANE	Operation:	STATIC
112B	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:	

Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (NO TSL) V2	
Restrictions:	SPEED LIMIT: UNDER 65KPH	

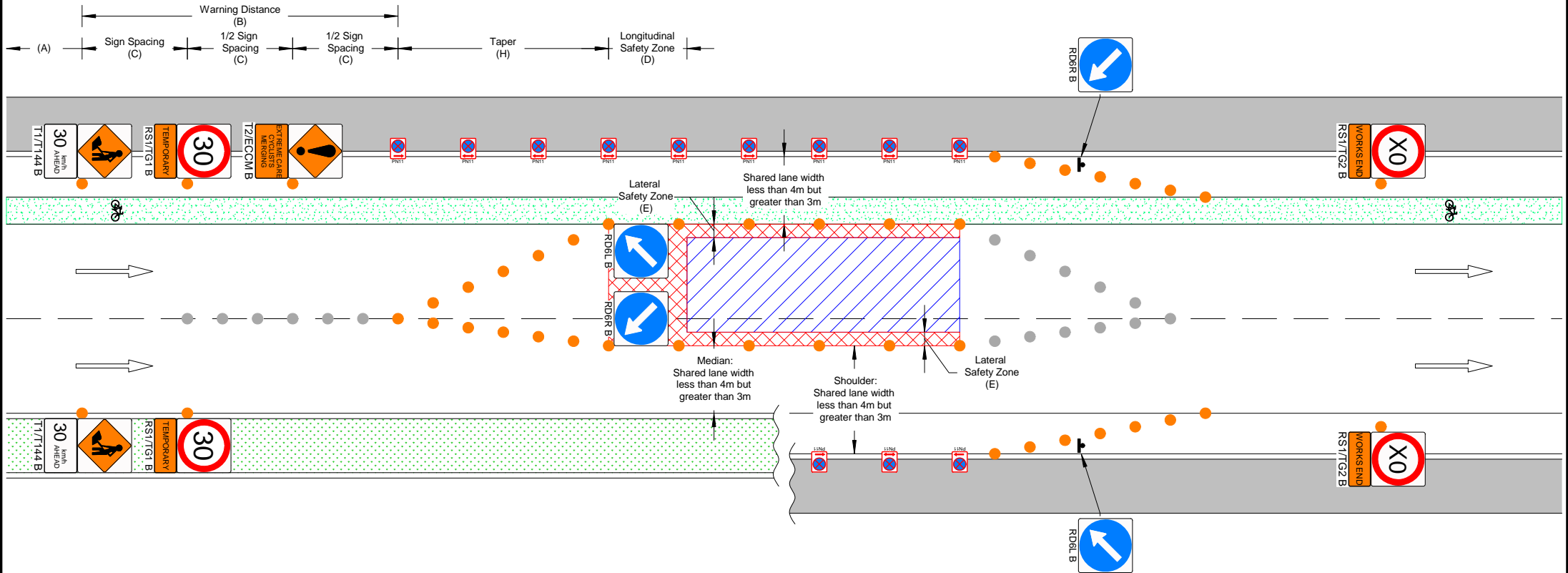


Notes:


- '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:	ONE WAY TWO LANE	Operation:	STATIC
113B		Version:	Date:	Submitted By:		
Copyright Christchurch Transport Operation Centre ©		1	JULY 2018			

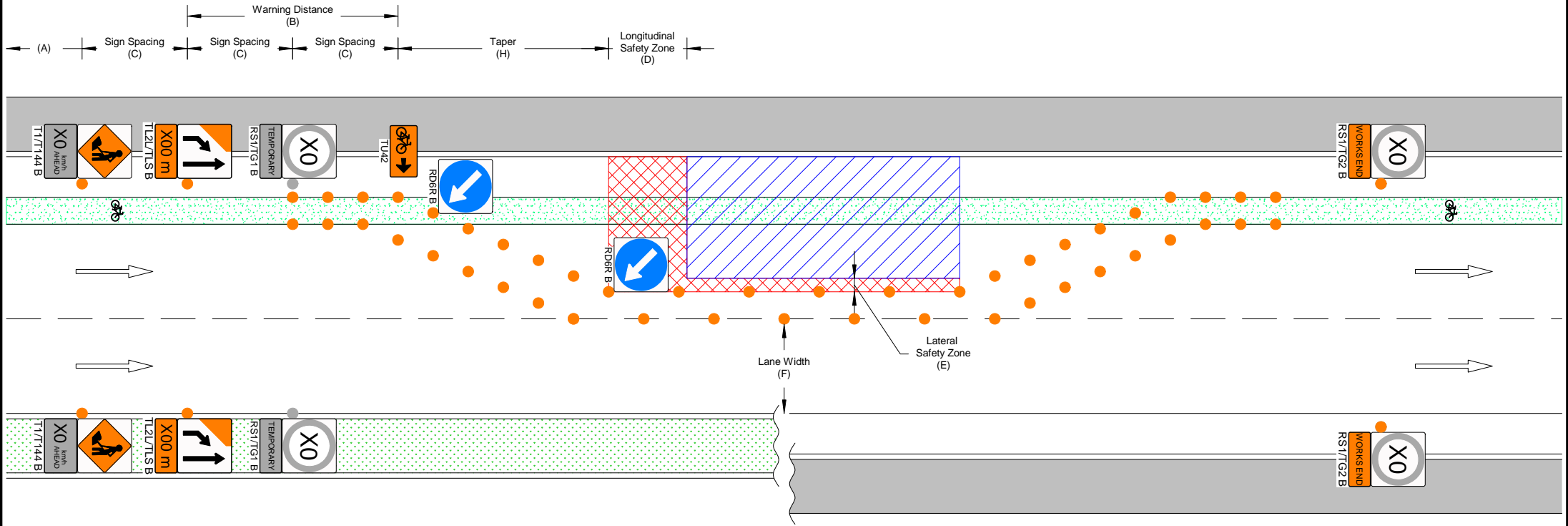
Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	TWO LANE DIVERSION CYCLISTS AND VEHICLES MERGING (WITH TSL) V2	
Restrictions:	SPEED LIMIT: ALL	



- 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:	ONE WAY TWO LANE	Operation:	STATIC
115B	Copyright Christchurch Transport Operation Centre ©	Version:	Date:	Submitted By:			
		1	JULY 2018				

Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	LANE CLOSURE TEMPORARY CYCLE LANE	SPEED LIMIT: ALL
Restrictions:	NIGHT WORK ONLY	

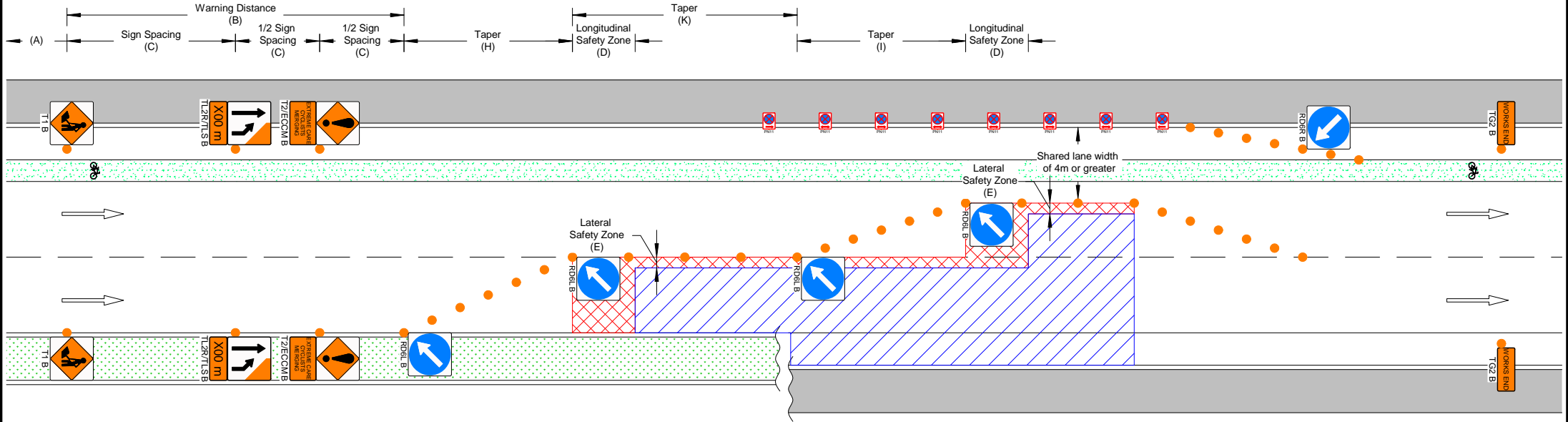


- Notes:**
- ‘T2/Extreme Care Cyclists Merging’ are not required to be established on side roads.
 - Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.
 - This UTMD can be used on one way three lane roads by changing the TL2L signs to TL3L signs.

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


UTMD Reference: 116B	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	MULTILANE	Operation:	STATIC
		Version:	1	Date:	JULY 2018	Submitted By:	

Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	RIGHT LANE CLOSURE CYCLISTS AND VEHICLES MERGING (NO TSL)	SPEED LIMIT: UNDER 65KPH
Restrictions:	NIGHT WORK ONLY	

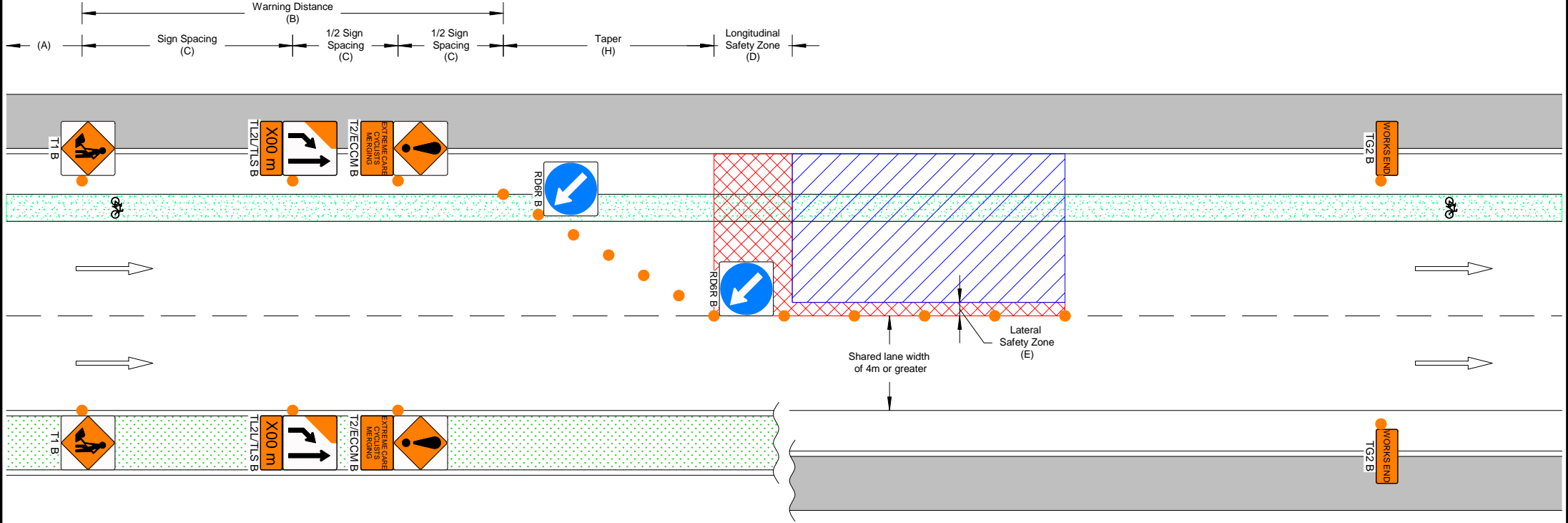


Notes:

- '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.


UTM Reference: <div style="font-size: 2em; font-weight: bold; color: blue;">117B(R)</div>	 <div style="text-align: center;"> Christchurch Transport Operations Centre </div>	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: <div style="text-align: center; font-weight: bold;">ONE WAY TWO LANE</div>	Operation: <div style="text-align: center; font-weight: bold;">STATIC</div>	
		Version: <div style="text-align: center; font-weight: bold;">1</div>	Date: <div style="text-align: center; font-weight: bold;">JULY 2018</div>	Submitted By:		

Methodology:	<div>ROAD LEVEL: L2</div> <div>SPEED LIMIT: UNDER 65KPH</div>
<div>CYCLIST PROVISION</div>	
<div>Detail:</div> <div>LEFT LANE CLOSURE</div> <div>CYCLISTS AND VEHICLES MERGING (NO TSL)</div>	
<div>Restrictions:</div> <div>NIGHT WORK ONLY</div>	

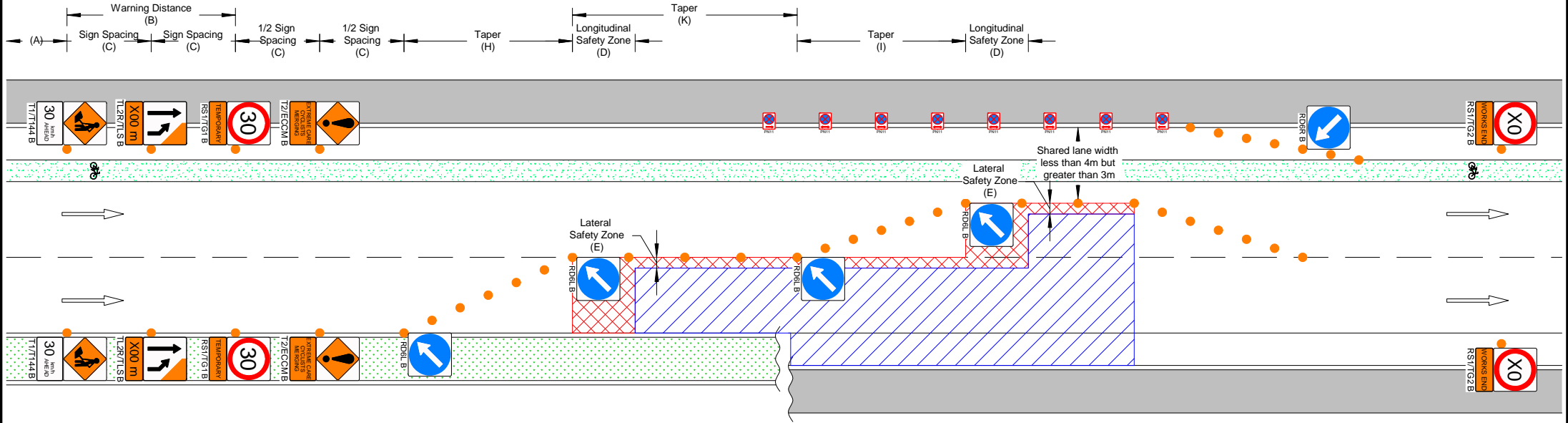


Notes:


- ‘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: 117B(L)	 Christchurch Transport Operations Centre Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: MULTILANE	Operation: STATIC	
		Version: 1	Date: JULY 2018	Submitted By:		

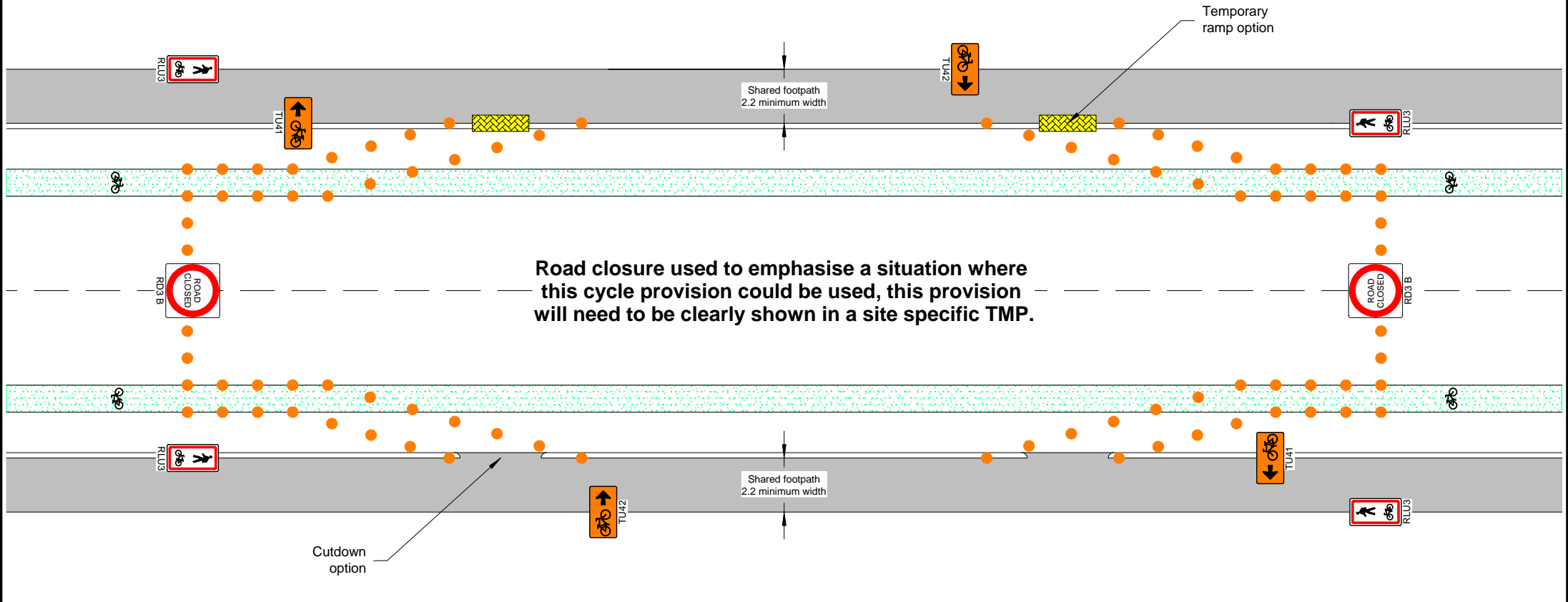
Methodology:	CYCLIST PROVISION	ROAD LEVEL: L2
Detail:	RIGHT LANE CLOSURE CYCLISTS AND VEHICLES MERGING (WITH TSL)	SPEED LIMIT: ALL
Restrictions:	NIGHT WORK ONLY	



- 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:	ONE WAY TWO LANE	Operation:	STATIC
118B(R)	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	CYCLIST PROVISION	ROAD LEVEL: ALL
Detail:	CYCLE LANE CLOSURE SHARED FOOTPATH	SPEED LIMIT: ALL
Restrictions:	SUPPLEMENTARY 02	

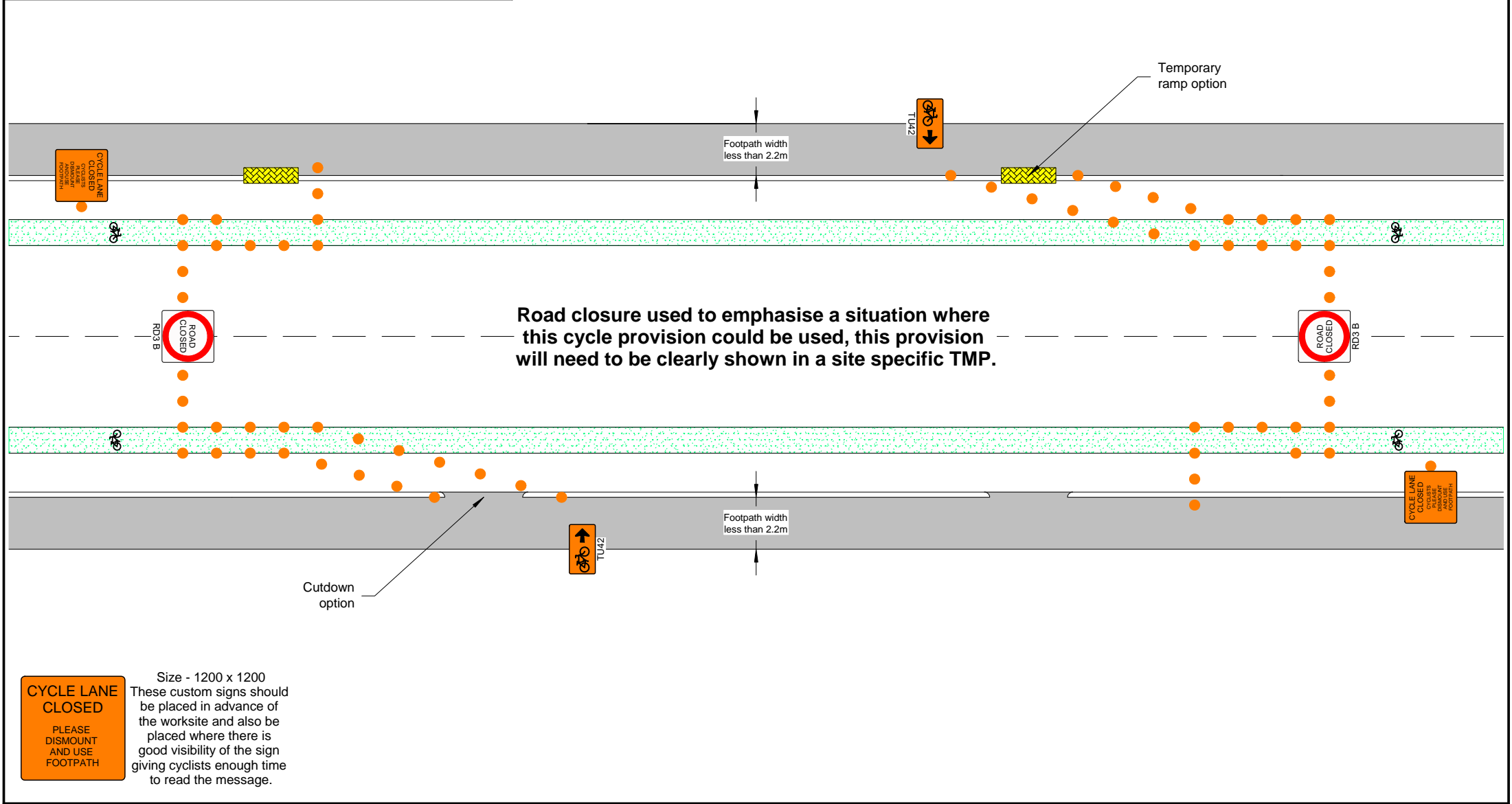


RLU3 e.g. near schools

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


UTMD Reference: <div>CS 001</div>	<div><div>Christchurch Transport Operations Centre</div><div>Copyright Christchurch Transport Operation Centre ©</div></div>	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	ROAD LEVEL: ALL
Detail:	CYCLE LANE CLOSURE CYCLISTS DISMOUNT	SPEED LIMIT: ALL
Restrictions:	SUPPLEMENTARY 02	

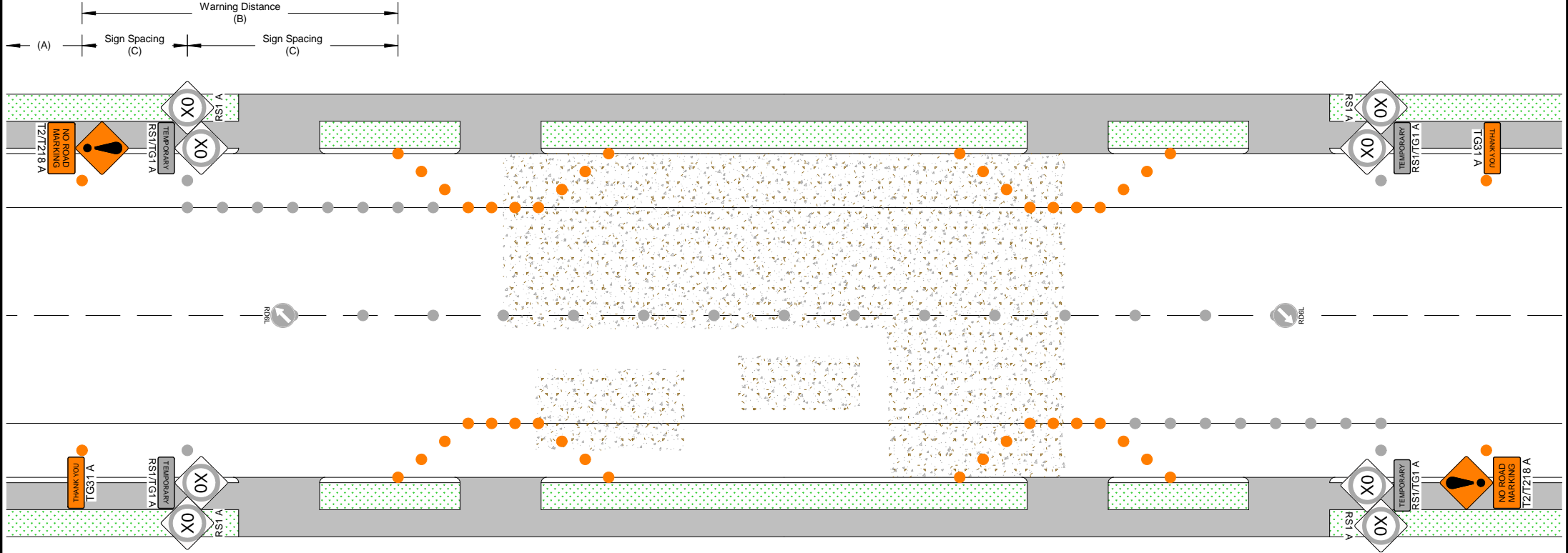


CYCLE LANE
CLOSED

PLEASE
DISMOUNT
AND USE
FOOTPATH

UTMD Reference:	 Christchurch Transport Operations Centre	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	TWO WAY TWO LANE	Operation:	STATIC
CS 002	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	HAZARD WARNING	ROAD LEVEL: LV & L1
Detail:	UNATTENDED HAZARD	
Restrictions:	ROAD SPACE BOOKING 01	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

NO ROAD MARKING
T2/T218 B

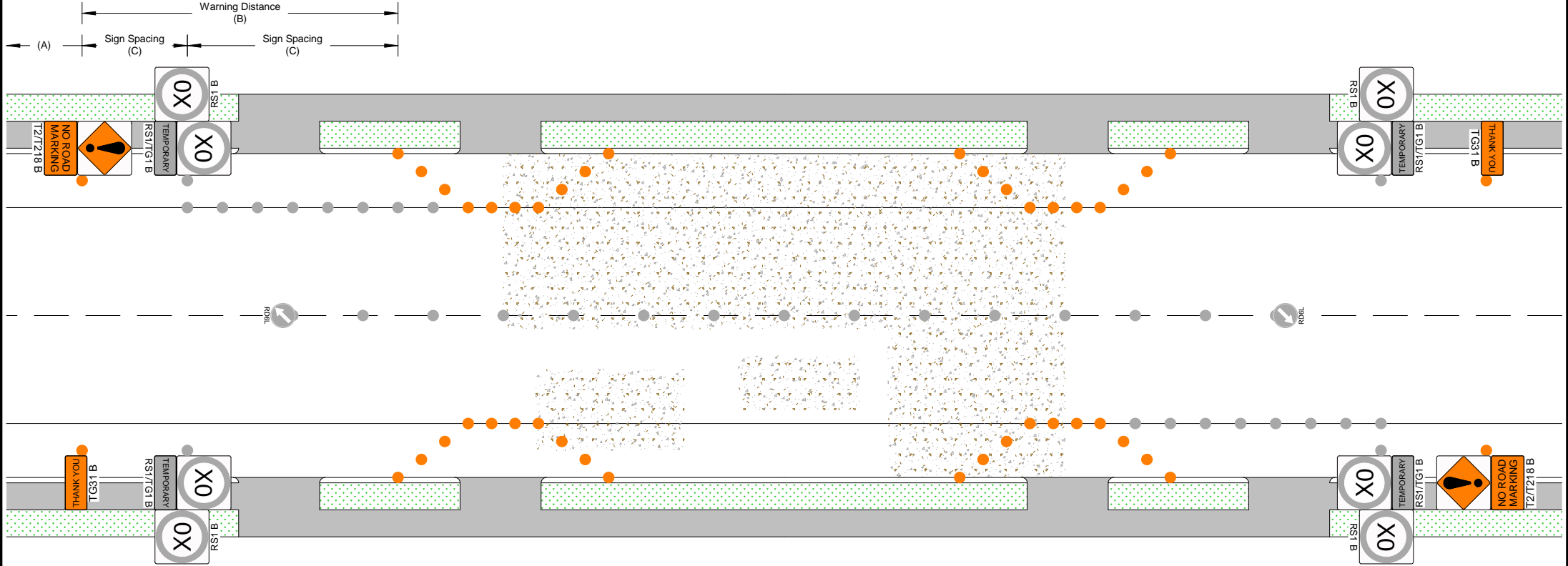
SEAL REPAIRS
TR3/TR32 B

NEW SEAL
TR3/TR31 B

TR4 B

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
130A	Copyright Christchurch Transport Operation Centre ©	Version: 1	TWO WAY TWO LANE	STATIC	
		Date: JULY 2018	Submitted By:		


Methodology:	HAZARD WARNING	ROAD LEVEL: L2
Detail:	UNATTENDED HAZARD	
Restrictions:	ROAD SPACE BOOKING 01	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




NO ROAD MARKING
T2/T218 B




SEAL REPAIRS
TR3/TR32 B



NEW SEAL
TR3/TR31 B



TR4 B

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	TWO WAY TWO LANE	Operation:	STATIC
130B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	HAZARD WARNING	ROAD LEVEL: LV & L1
Detail:	UNATTENDED HAZARD BLIND CORNER	SPEED LIMIT: ALL
Restrictions:	ROAD SPACE BOOKING 01	

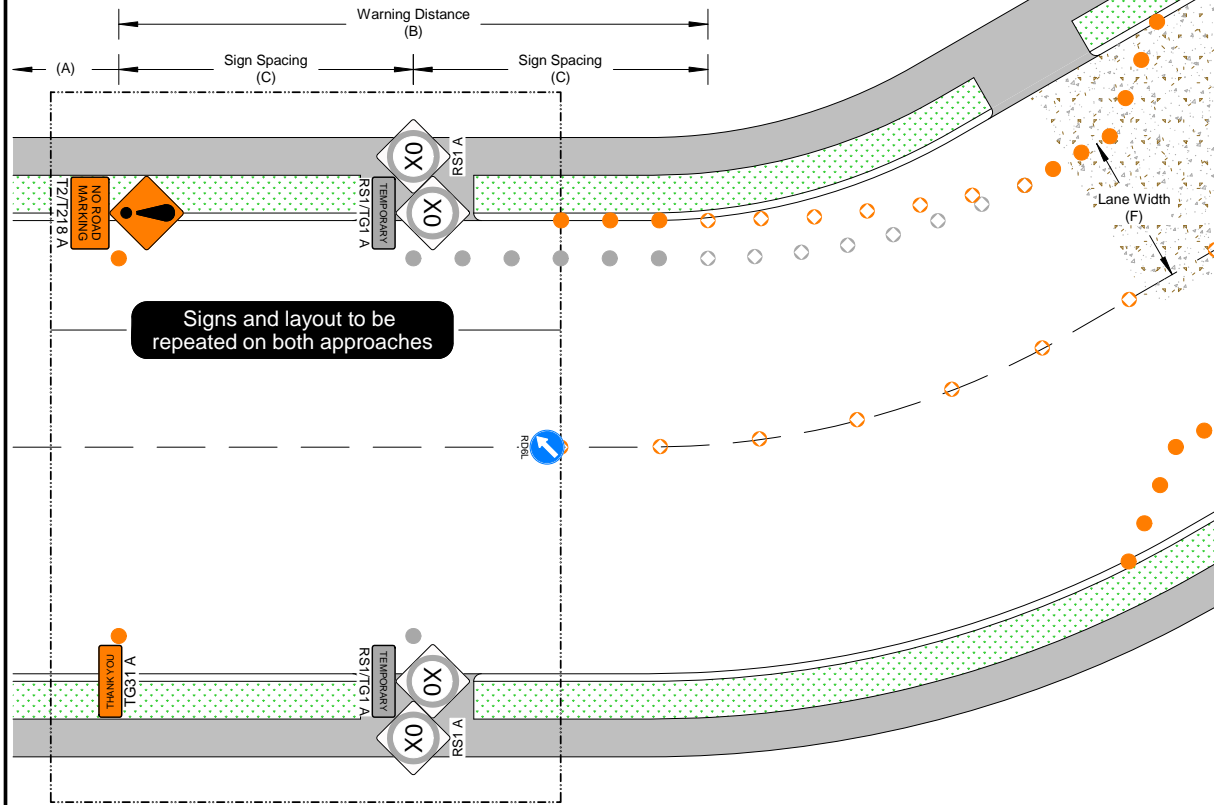
Only these sign combinations are approved for this set-up

NO ROAD MARKING
T2/T218 B

SEAL REPAIRS
TR3/TR31 B

NEW SEAL
TR3/TR31 B

TR4 B
TR3/TR32 B



- 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: <div>131A</div>	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	TWO WAY TWO LANE	Operation:	STATIC
		Version:	1	Date:	JULY 2018	Submitted By:	

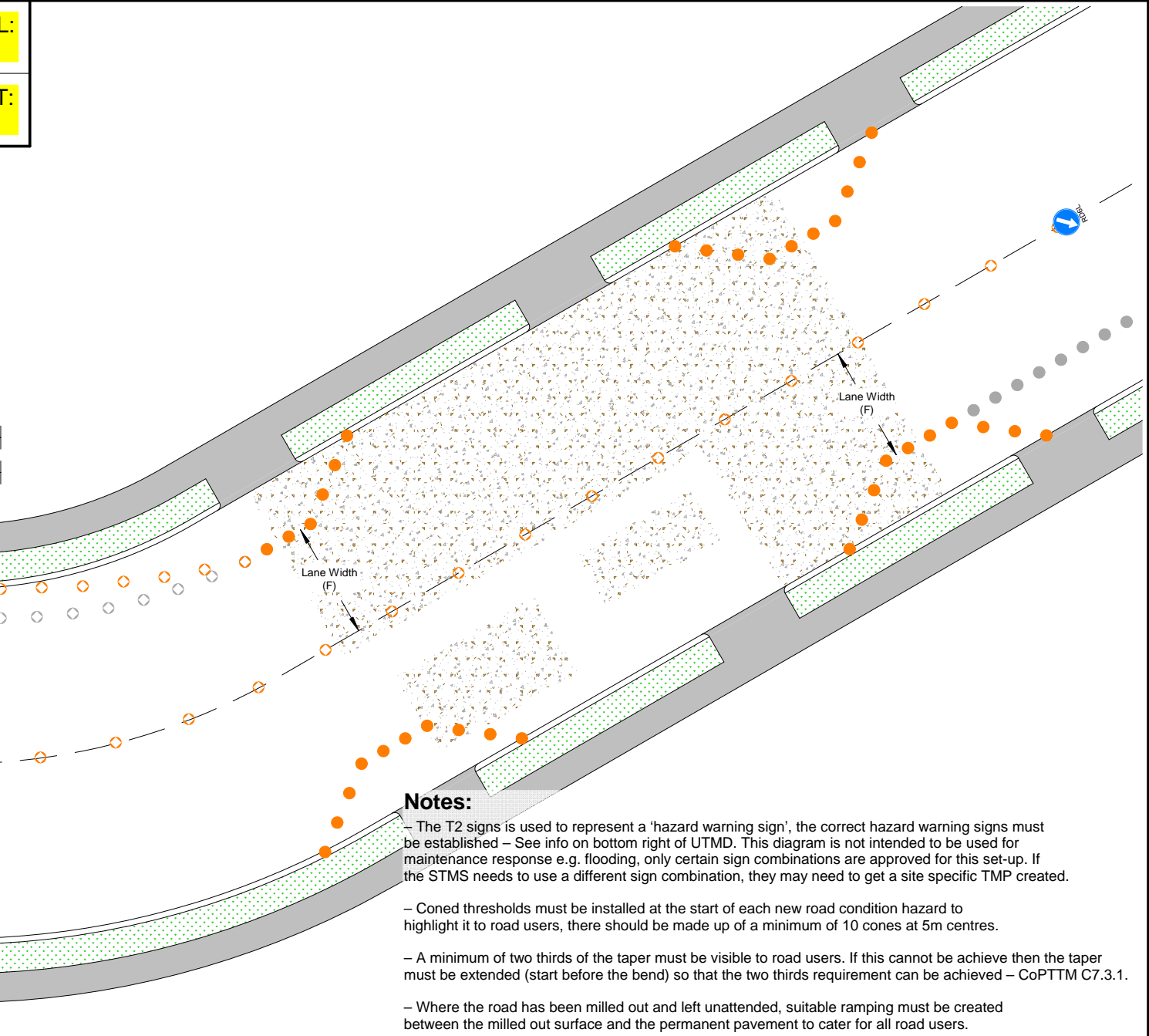
Methodology:	HAZARD WARNING
Detail:	UNATTENDED HAZARD BLIND CORNER
Restrictions:	ROAD SPACE BOOKING 01

ROAD LEVEL:
L2

SPEED LIMIT:
ALL

ROAD SPACE BOOKING 01

			
NO ROAD MARKING	SEAL REPAIRS	NEW SEAL	TR4 B
T2/T218 B	TR3/TR32 B	TR3/TR31 B	



– 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.

- 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.

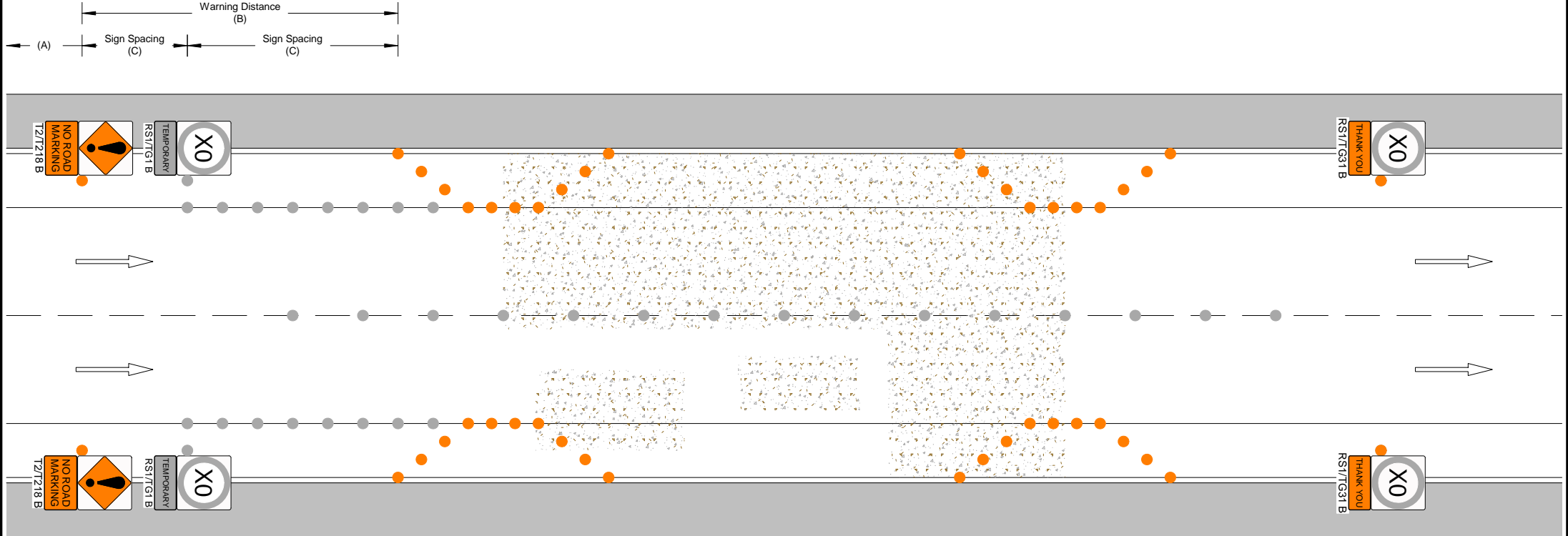


Christchurch
Transport Operations Centre

JULY 2018

STATIC

Methodology:	HAZARD WARNING	ROAD LEVEL: L2
Detail:	UNATTENDED HAZARD MULTILANE ROAD	SPEED LIMIT: ALL
Restrictions:	ROAD SPACE BOOKING 01	



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

NO ROAD MARKING
T2/T218 B

SEAL REPAIRS
TR3/TR32 B

NEW SEAL
TR3/TR31 B

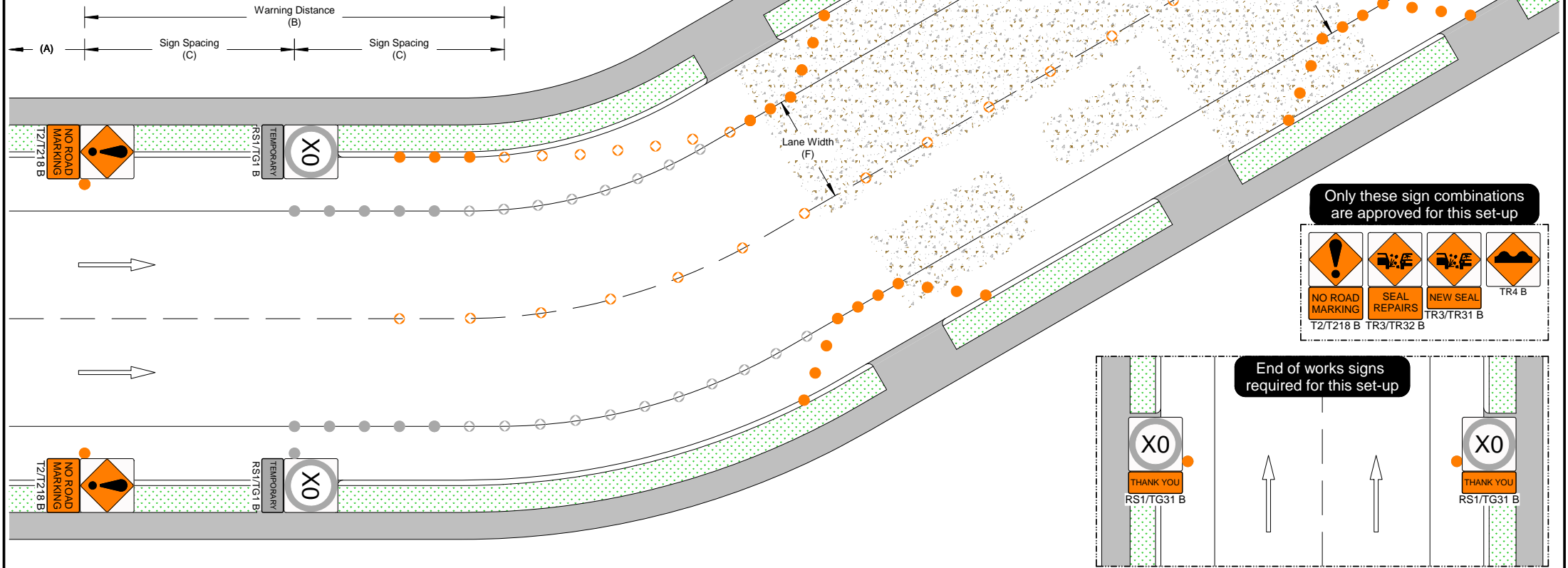
TR4 B


UTMD Reference:	132B	THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	MULTILANE	Operation:	STATIC
	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	HAZARD WARNING	ROAD LEVEL: L2
Detail:	UNATTENDED HAZARD MULTILANE ROAD WITH BLIND CORNER	SPEED LIMIT: ALL
Restrictions:	ROAD SPACE BOOKING 01	

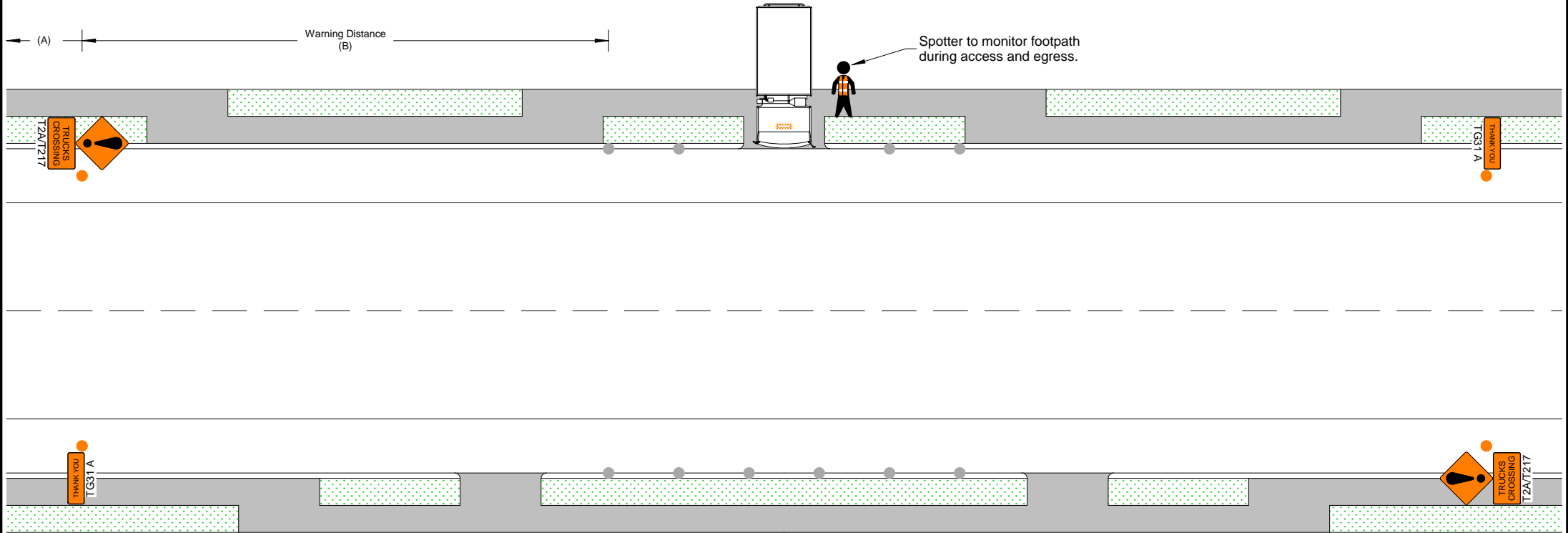
Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	MULTILANE	Operation:	STATIC
133B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	HAZARD WARNING	ROAD LEVEL: LV & L1
Detail:	TRUCKS CROSSING	
Restrictions:		SPEED LIMIT: ALL

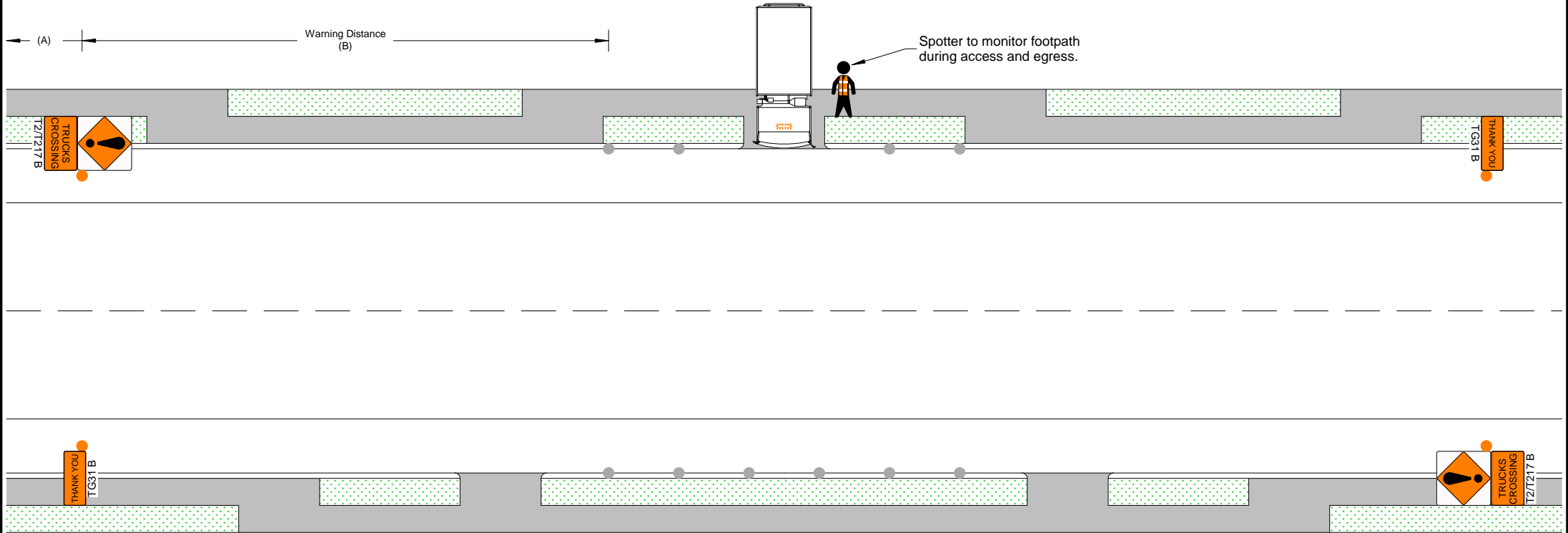


Notes:

- 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:	TWO WAY TWO LANE	Operation:	STATIC	
134A	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:		

Methodology:	HAZARD WARNING	ROAD LEVEL: L2
Detail:	TRUCKS CROSSING	
Restrictions:		SPEED LIMIT: ALL

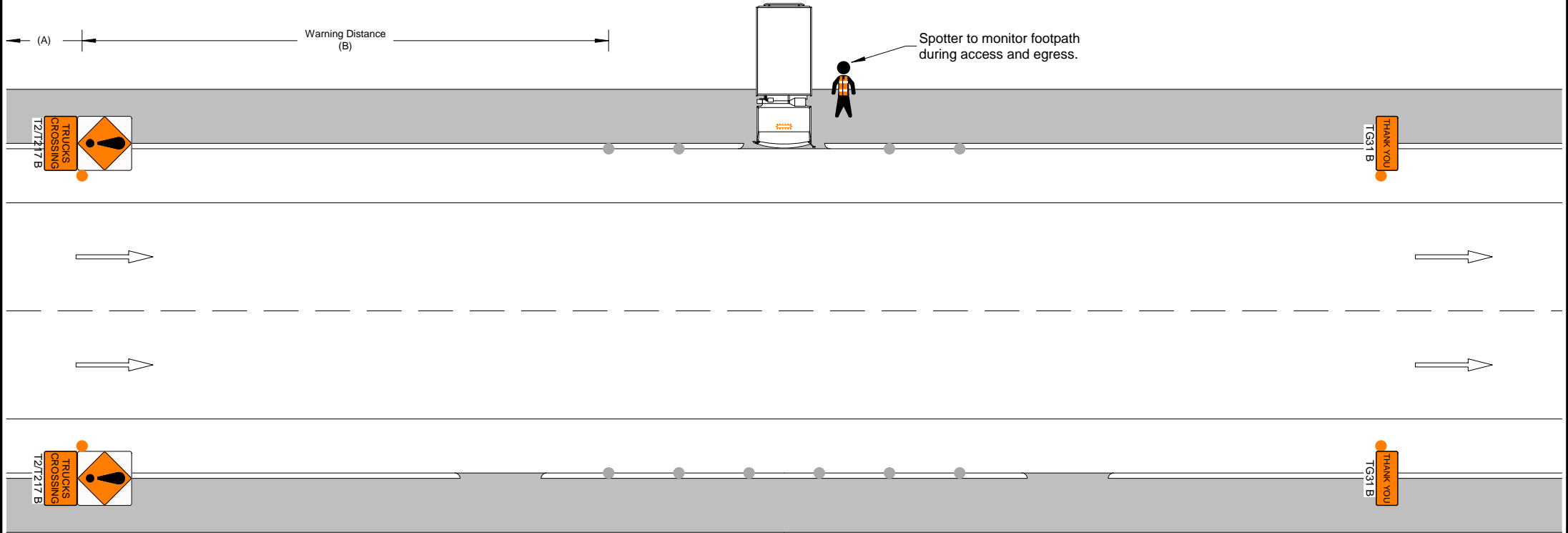


Notes:

- 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	Copyright Christchurch Transport Operation Centre ©	Version:	Date:	TWO WAY TWO LANE	STATIC	
		1	JULY 2018	Submitted By:		

Methodology:	HAZARD WARNING	ROAD LEVEL: L2
Detail:	TRUCKS CROSSING MULTILANE ROAD	SPEED LIMIT: ALL
Restrictions:		

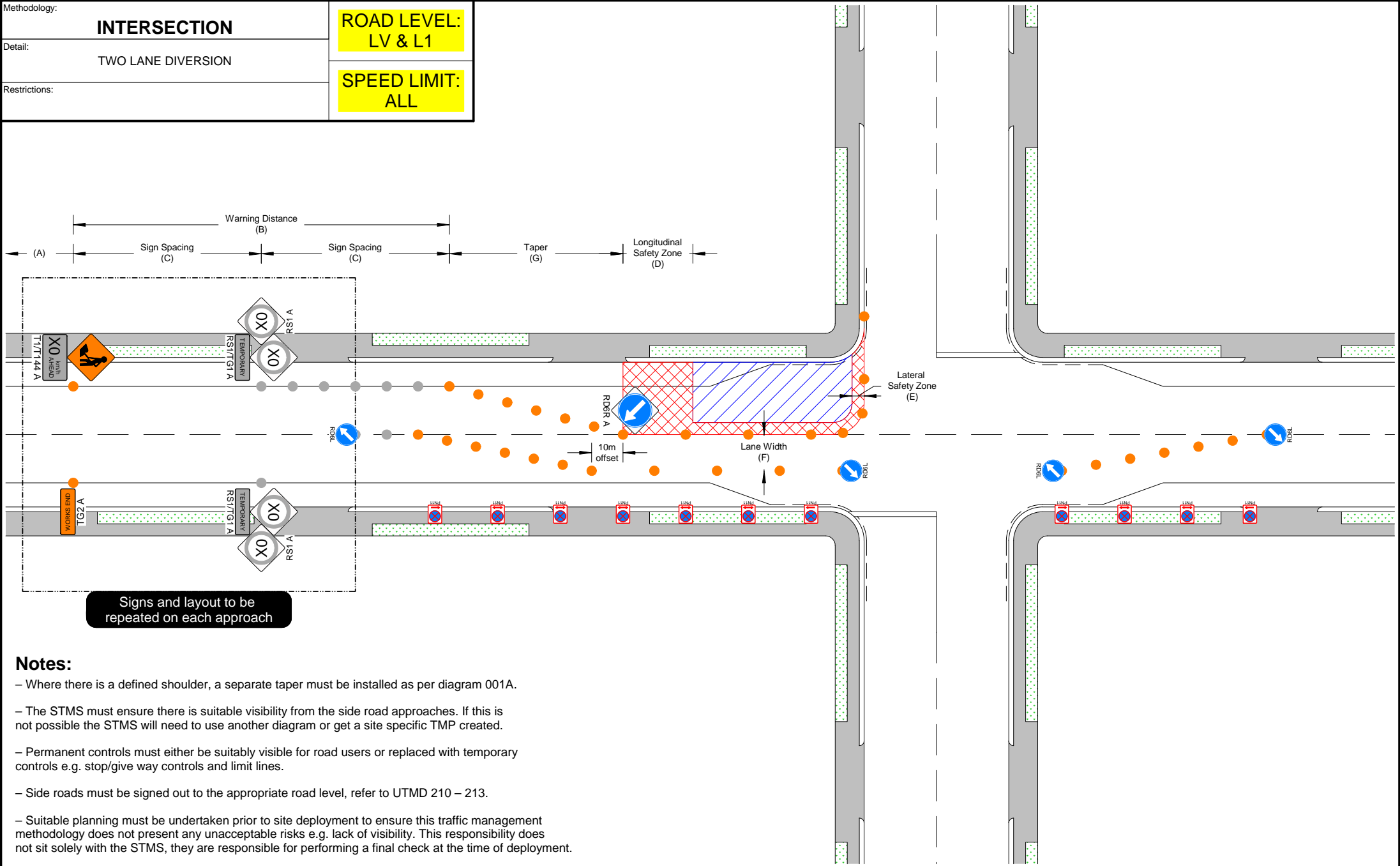


Notes:


- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	MULTILANE	Operation:	STATIC	
135B	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:		

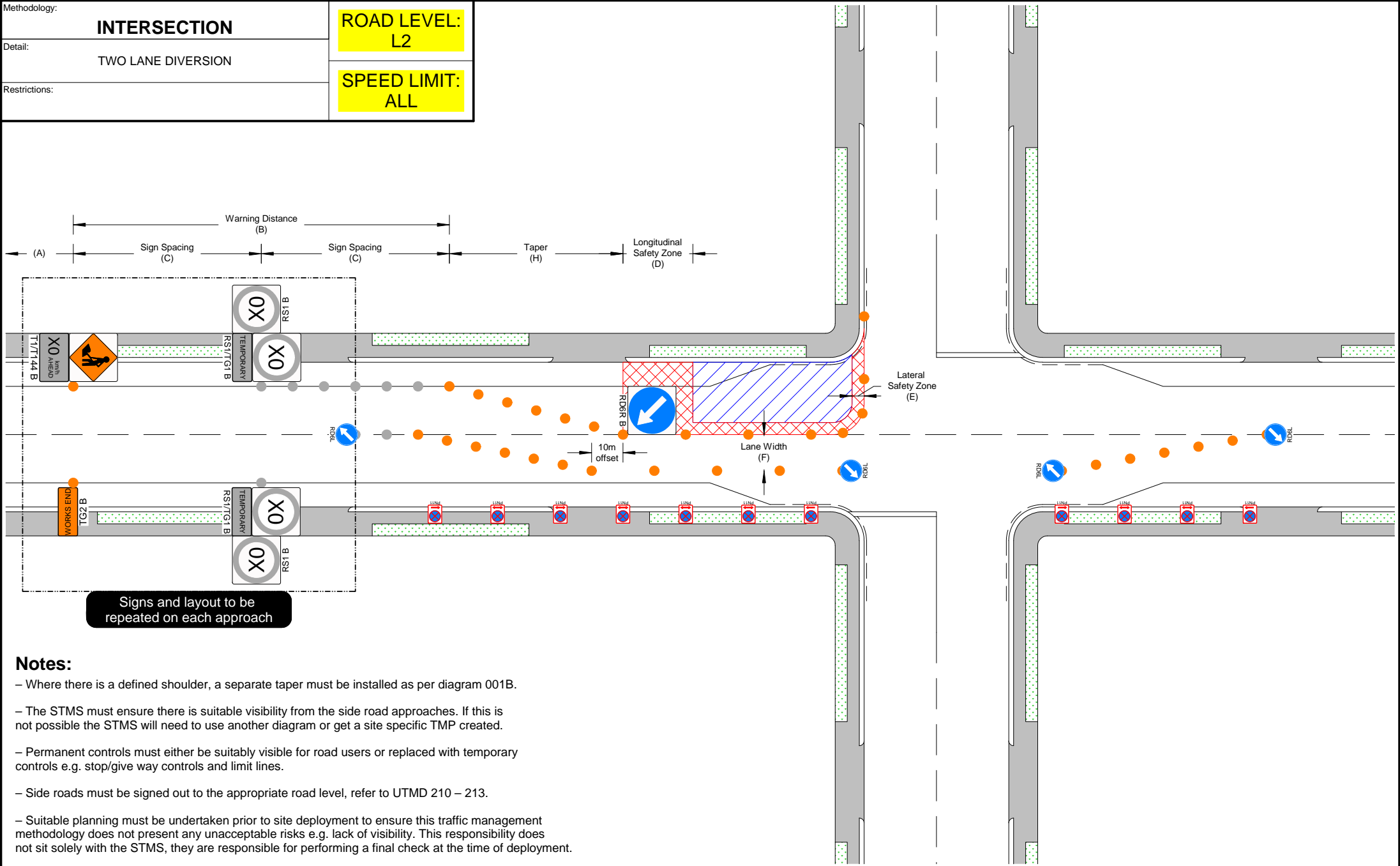
Methodology:	INTERSECTION	ROAD LEVEL: LV & L1
Detail:	TWO LANE DIVERSION	
Restrictions:		SPEED LIMIT: ALL



- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
140A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	INTERSECTION	STATIC
			Submitted By:		

Methodology:	INTERSECTION	ROAD LEVEL: L2
Detail:	TWO LANE DIVERSION	
Restrictions:		SPEED LIMIT: ALL



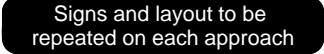
Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
140B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	INTERSECTION	STATIC
			Submitted By:		

Methodology:	<div> <div>ROAD LEVEL: LV & L1</div> <div>SPEED LIMIT: ALL</div> </div>
<div> <div>INTERSECTION</div> <div> <div>Detail:</div> <div>TWO LANE DIVERSION X2</div> </div> </div>	
<div> <div>Restrictions:</div> </div>	

SPEED LIMIT:
ALL



- 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.

141A

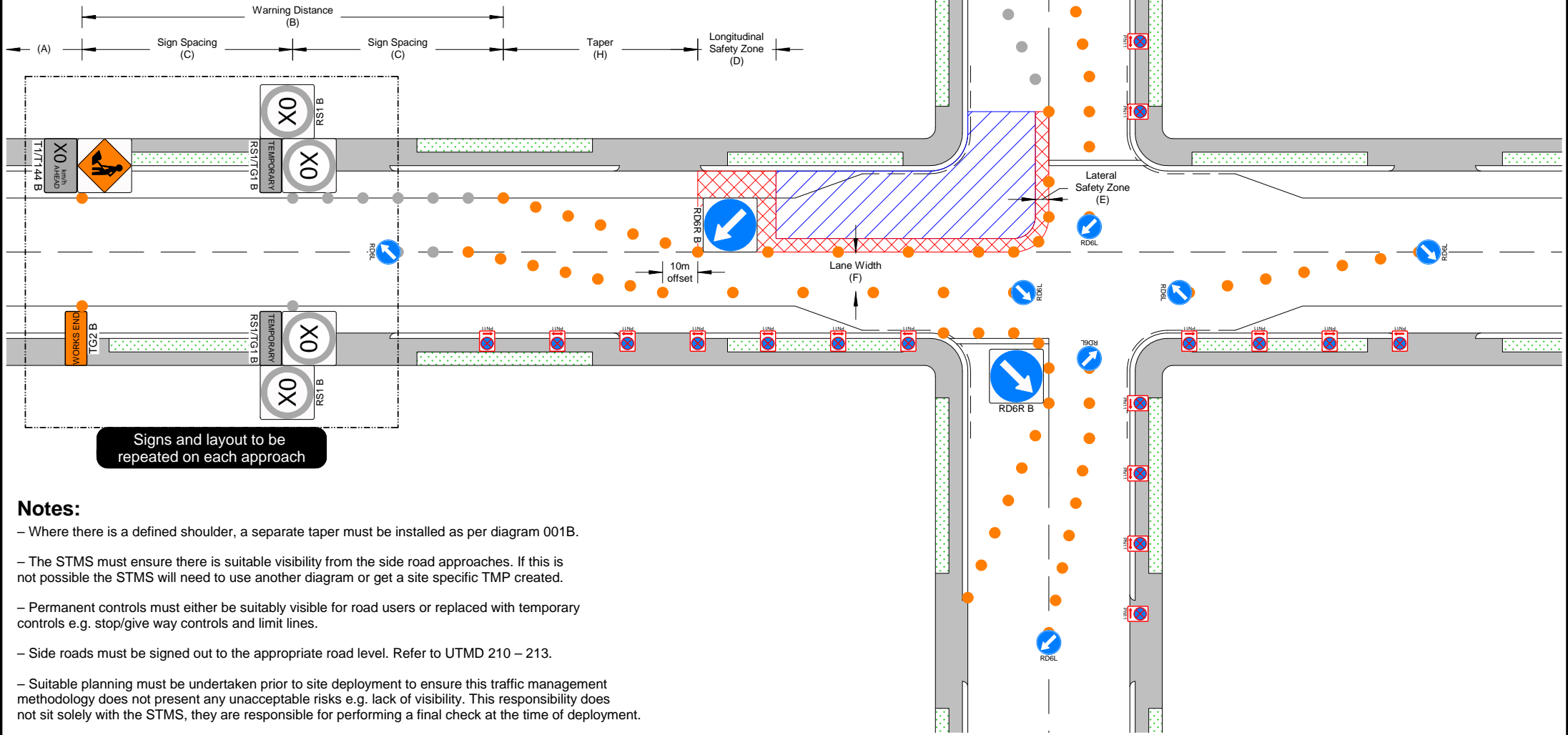



Version:	Date:
1	JULY 2018

Submitted By:

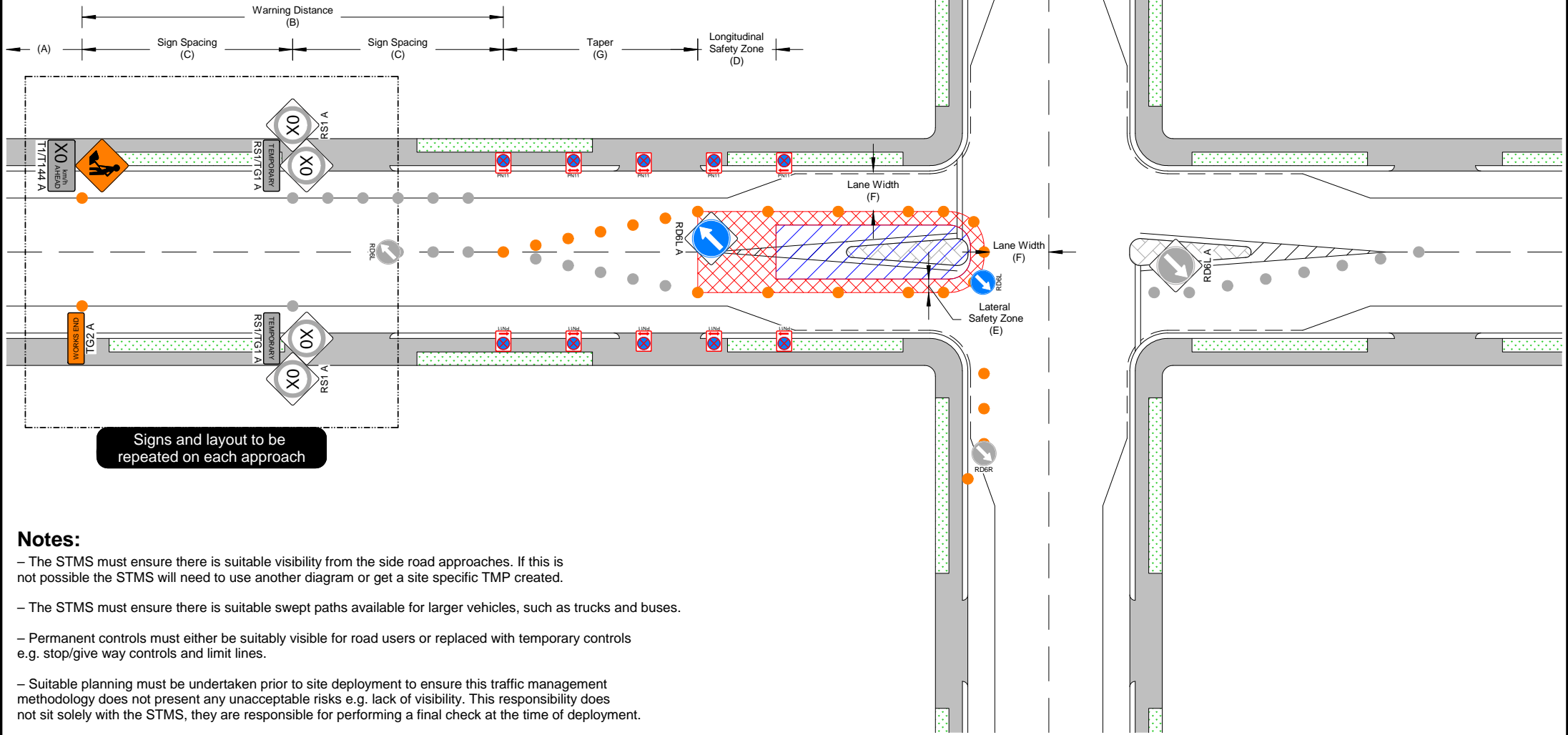
STATIC

Methodology:	INTERSECTION	ROAD LEVEL: L2
Detail:	TWO LANE DIVERSION X2	
Restrictions:	ROAD SPACE BOOKING 01	SPEED LIMIT: ALL




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

Methodology:	INTERSECTION	ROAD LEVEL: LV & L1
Detail:	TRAFFIC ISLAND	
Restrictions:		SPEED LIMIT: ALL

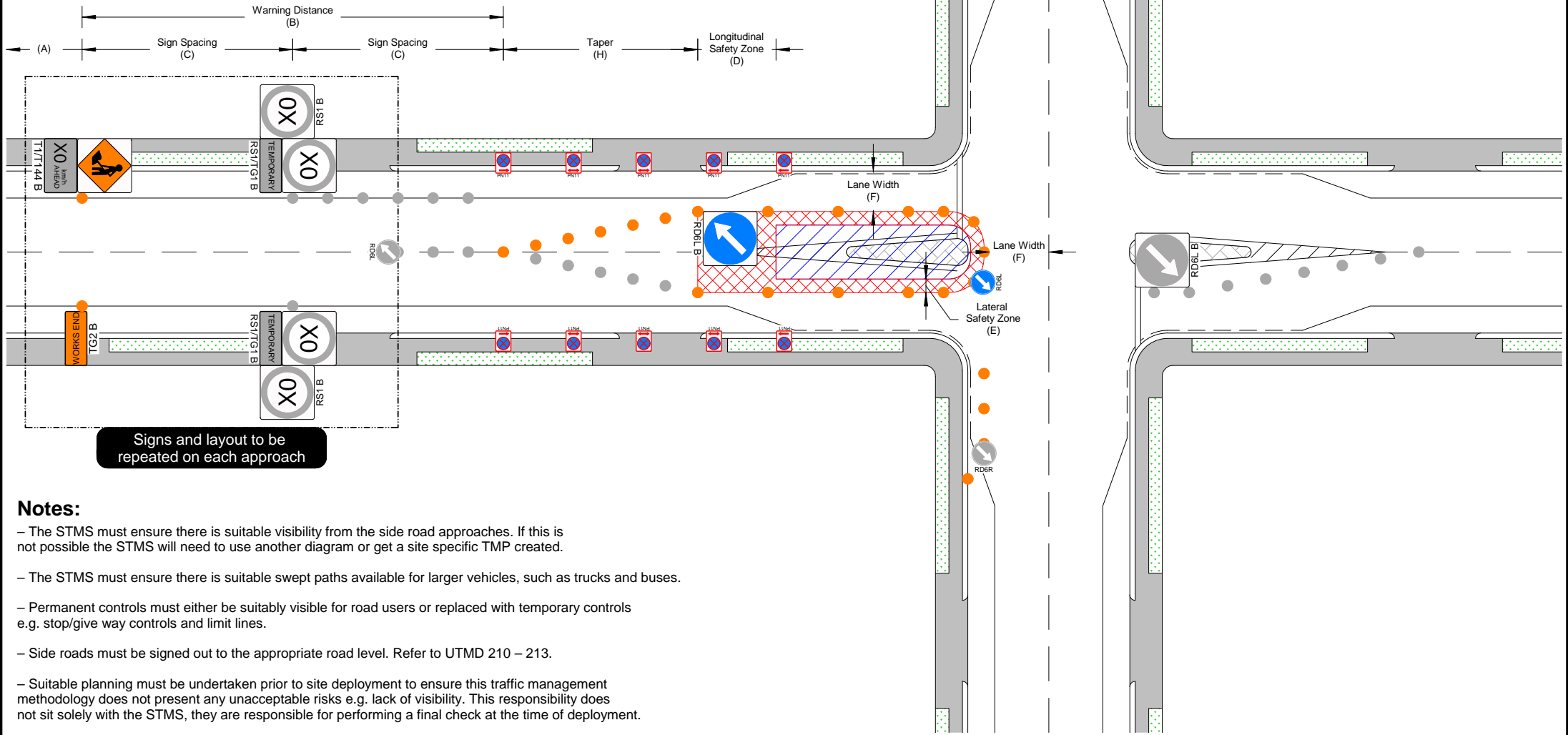


Notes:

- 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:	INTERSECTION	Operation:	STATIC
142A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	INTERSECTION	ROAD LEVEL: L2
Detail:	TRAFFIC ISLAND	
Restrictions:		SPEED LIMIT: ALL



Notes:

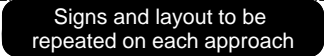
- The STMS must ensure there is suitable visibility from the side road approaches. If this is not possible the STMS will need to use another diagram or get a site specific TMP created.
- The STMS must ensure there is suitable swept paths available for larger vehicles, such as trucks and buses.
- Permanent 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	INTERSECTION	Operation:	STATIC
142B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	INTERSECTION
Detail:	CENTRE OF INTERSECTION
Restrictions:	

ROAD LEVEL:
LV & L1

SPEED LIMIT:
ALL



- 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.

143A



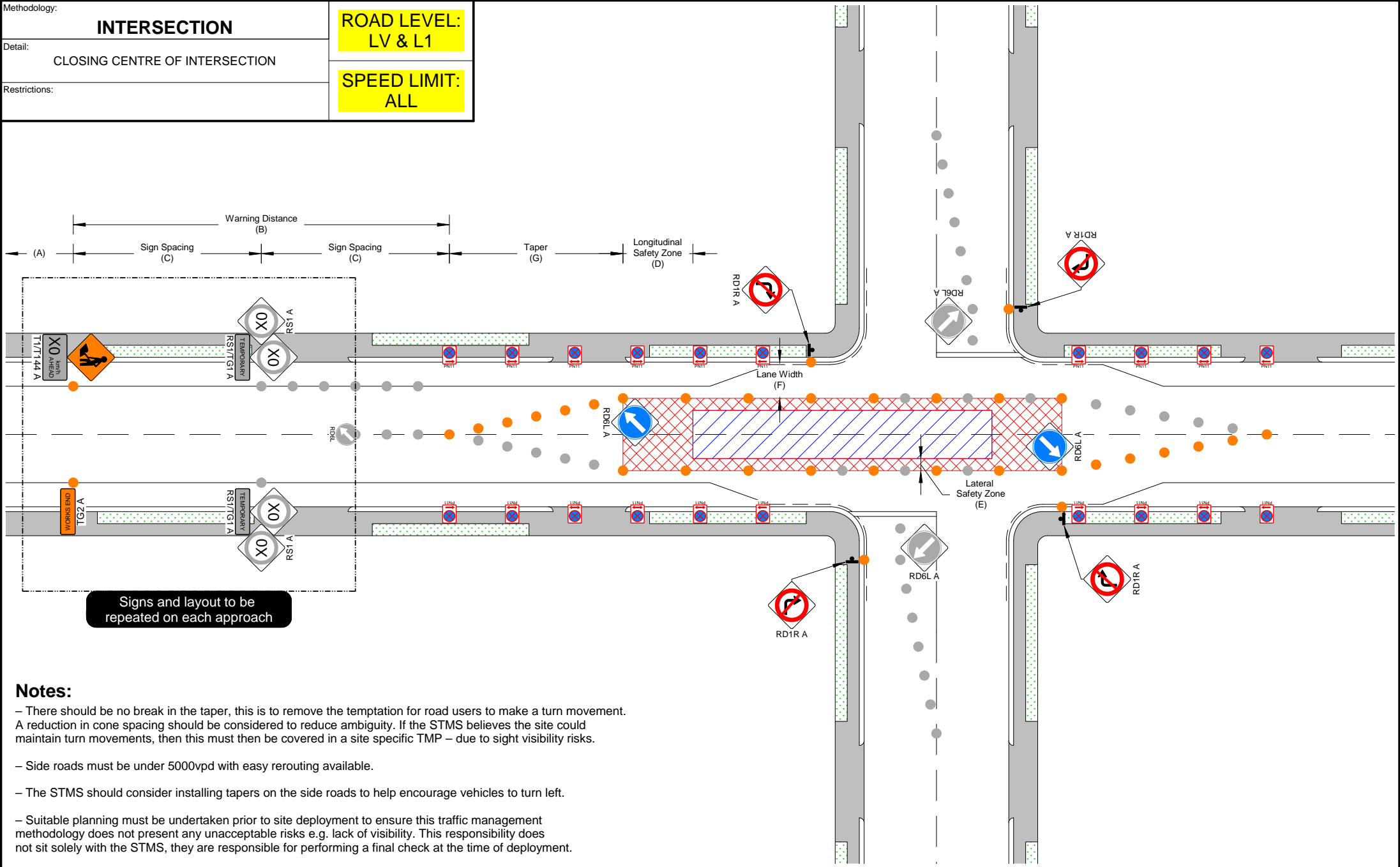
THIS DRAWING IS NOT
TO ANY DEFINED SCALE

JULY 2018

INTERSECTION


STATIC

Methodology:	INTERSECTION	ROAD LEVEL: LV & L1
Detail:	CLOSING CENTRE OF INTERSECTION	
Restrictions:		SPEED LIMIT: ALL

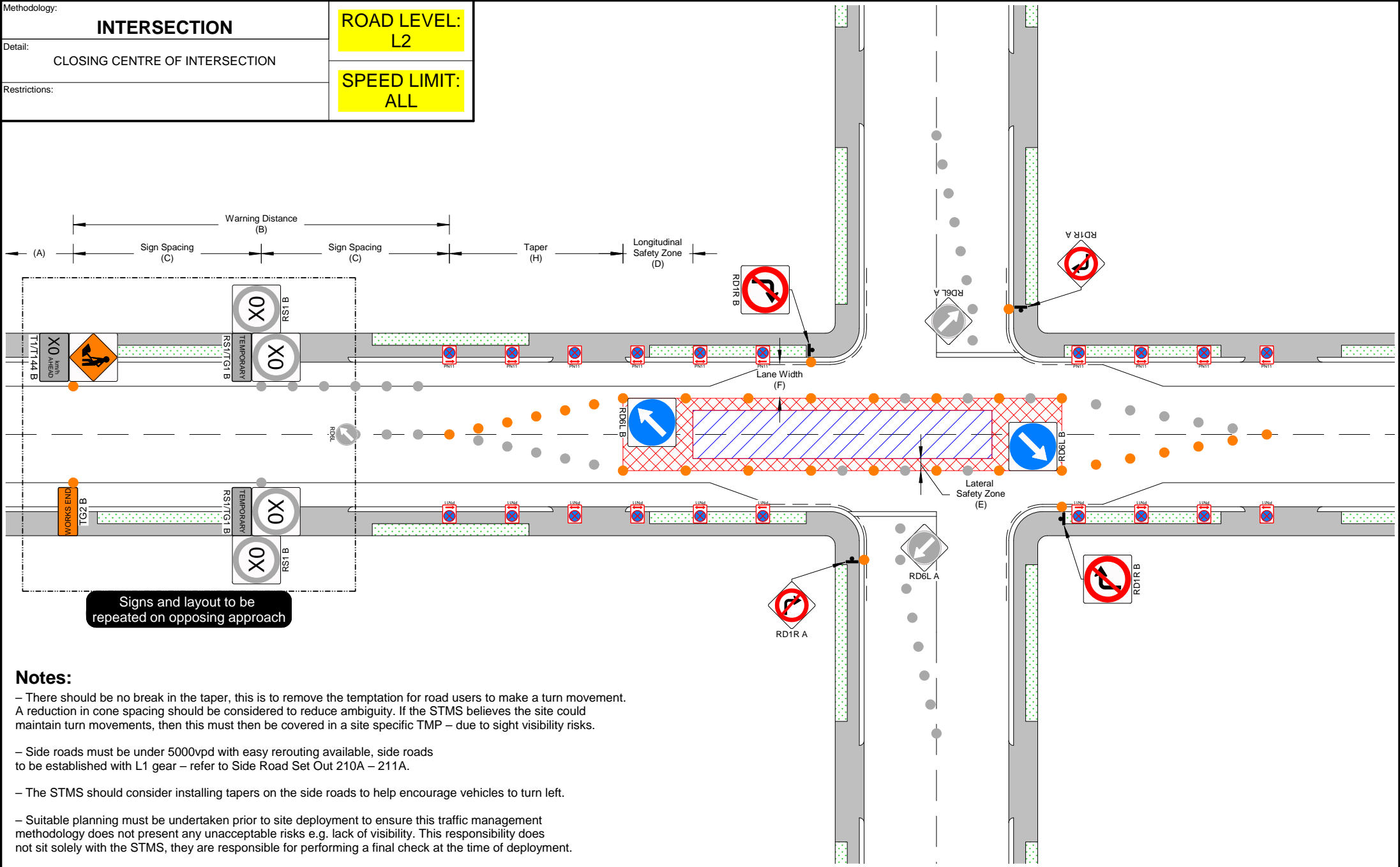


Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	INTERSECTION	Operation:	STATIC
144A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	INTERSECTION	ROAD LEVEL: L2
Detail:	CLOSING CENTRE OF INTERSECTION	
Restrictions:		SPEED LIMIT: ALL

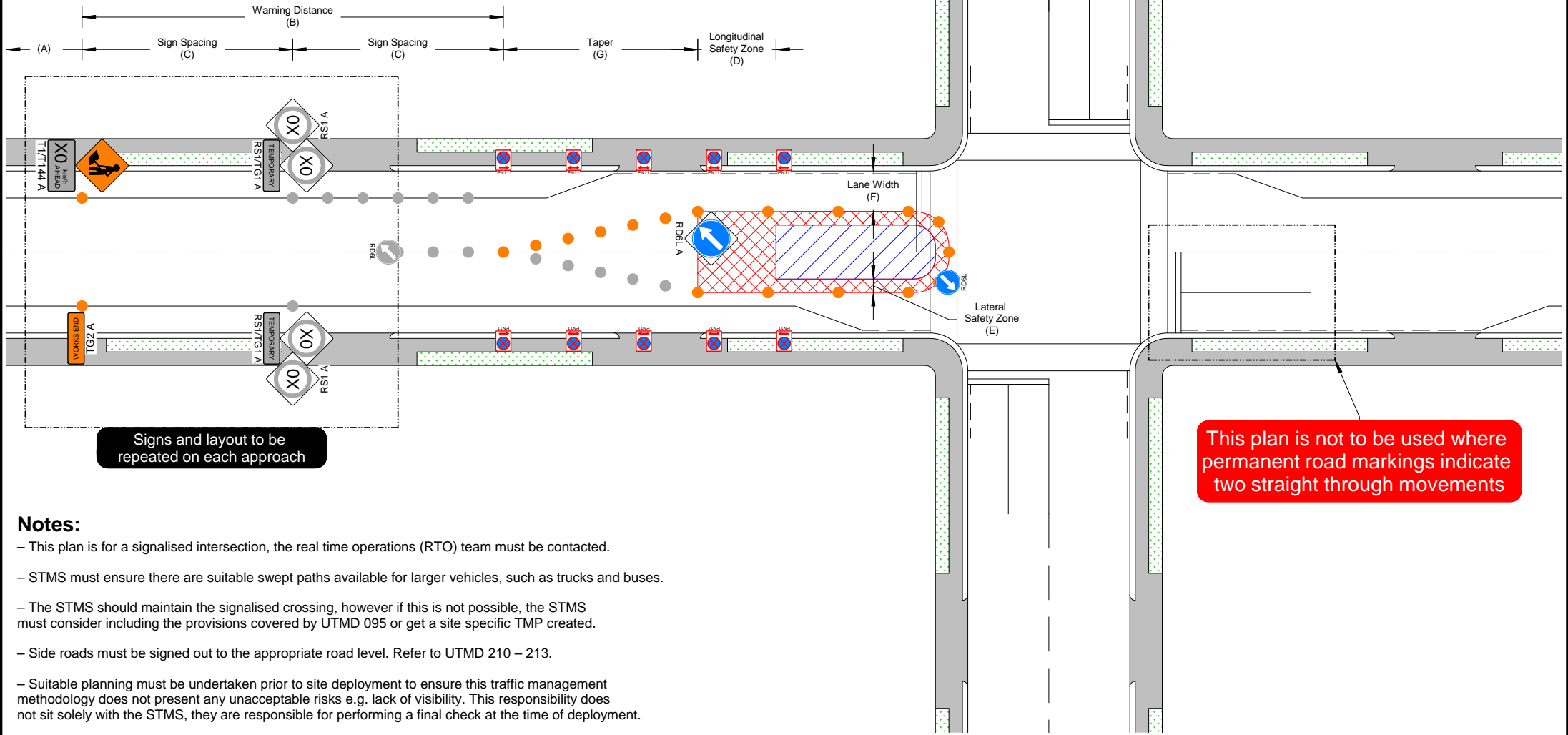


Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
144B	Copyright Christchurch Transport Operation Centre ©	Version: 1	INTERSECTION	STATIC	
		Date: JULY 2018	Submitted By:		

Methodology:	INTERSECTION	ROAD LEVEL: LV & L1
Detail:	INTERSECTION (SIGNALISED) LANE GAIN REMOVAL	SPEED LIMIT: ALL
Restrictions:		

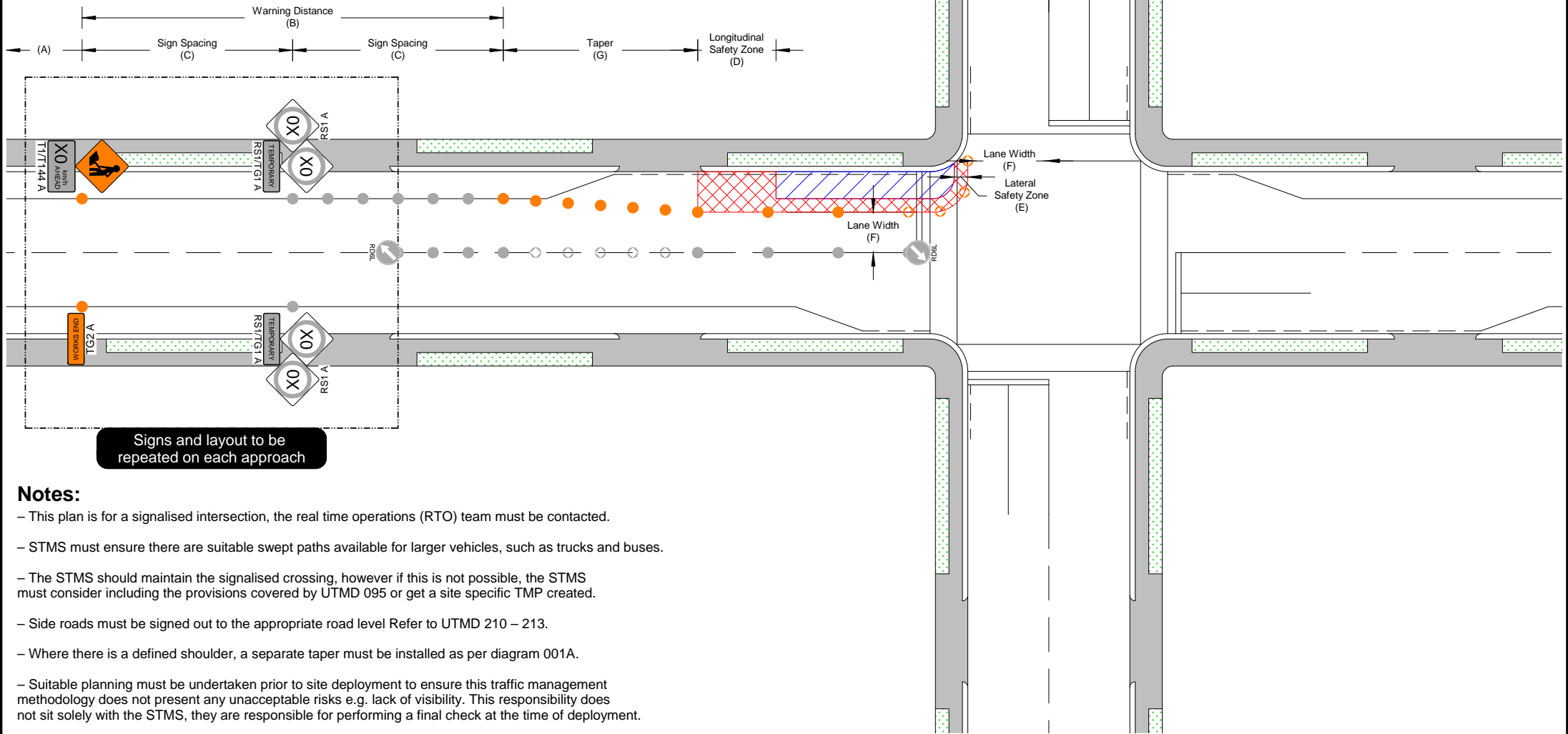



Notes:

- 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.

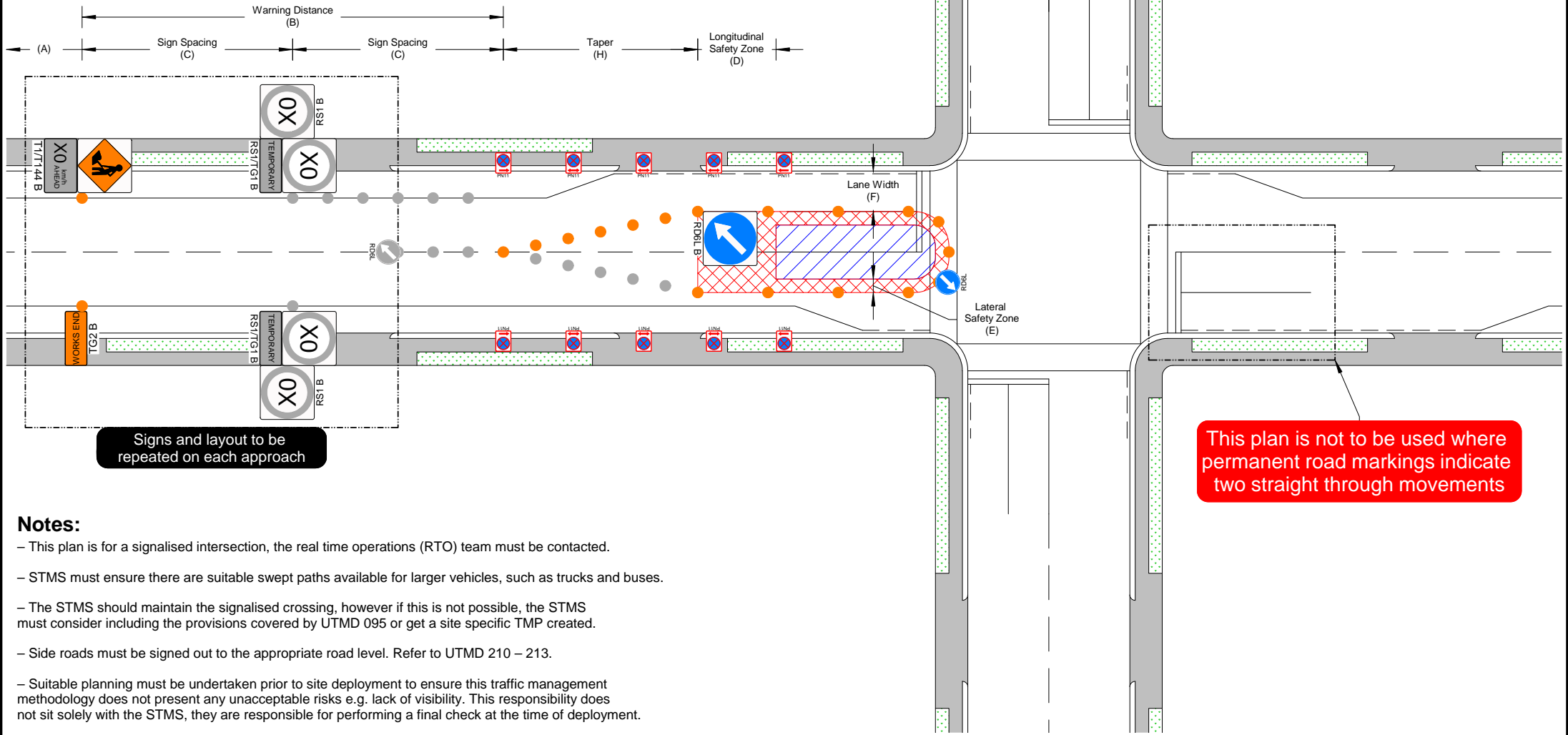
UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
145A(R)	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	SIGNALISED INTERSECTION	STATIC
			Submitted By:		

Methodology:	INTERSECTION	ROAD LEVEL: LV & L1
Detail:	INTERSECTION (SIGNALISED) LANE GAIN REMOVAL	SPEED LIMIT: ALL
Restrictions:		




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

Methodology:	INTERSECTION	ROAD LEVEL: L2
Detail:	INTERSECTION (SIGNALISED) LANE GAIN REMOVAL	SPEED LIMIT: ALL
Restrictions:	NIGHT WORK ONLY	

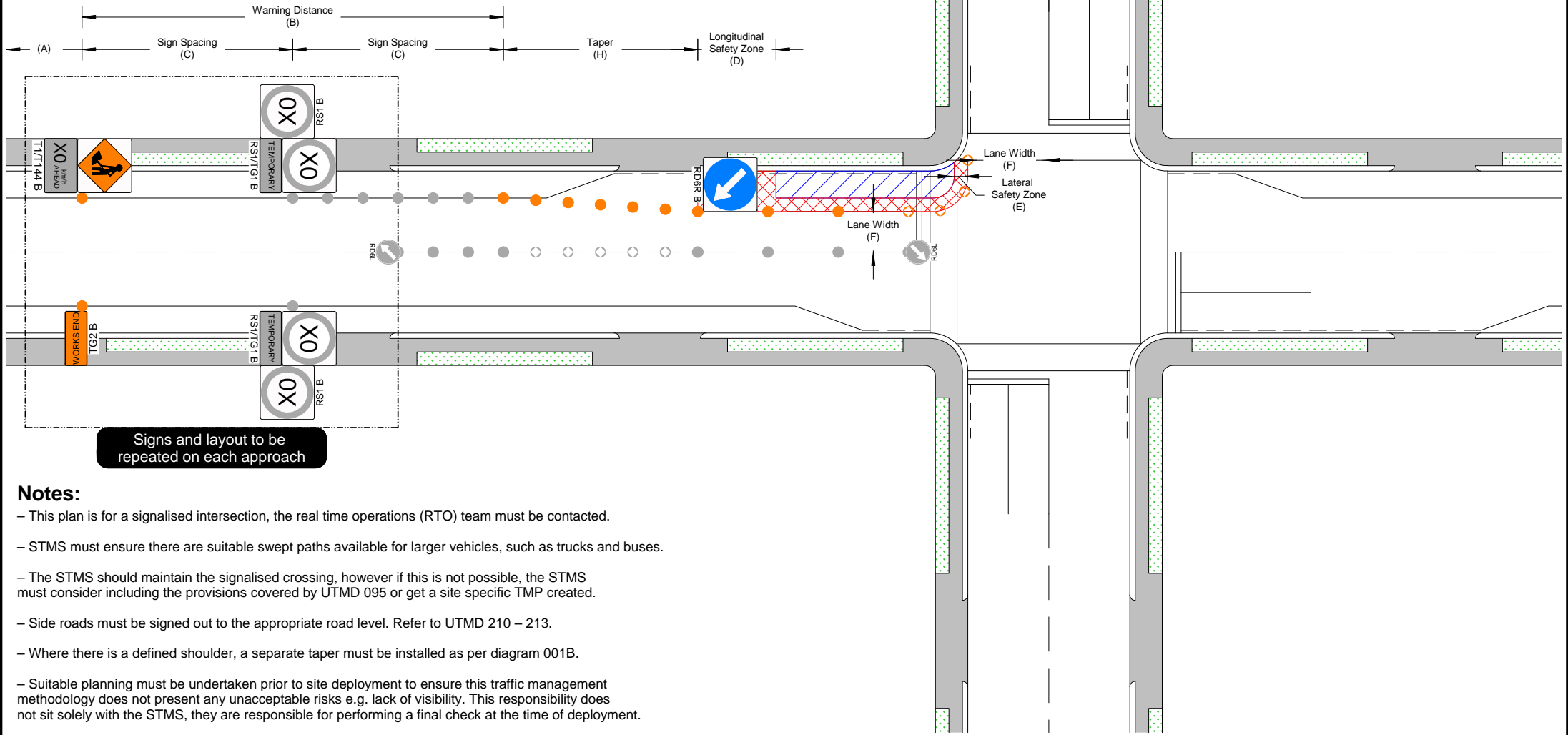


Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
145B(R)	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	SIGNALISED INTERSECTION	STATIC
			Submitted By:		

Methodology:	INTERSECTION	ROAD LEVEL: L2
Detail:	INTERSECTION (SIGNALISED) LANE GAIN REMOVAL	SPEED LIMIT: ALL
Restrictions:	NIGHT WORK ONLY	

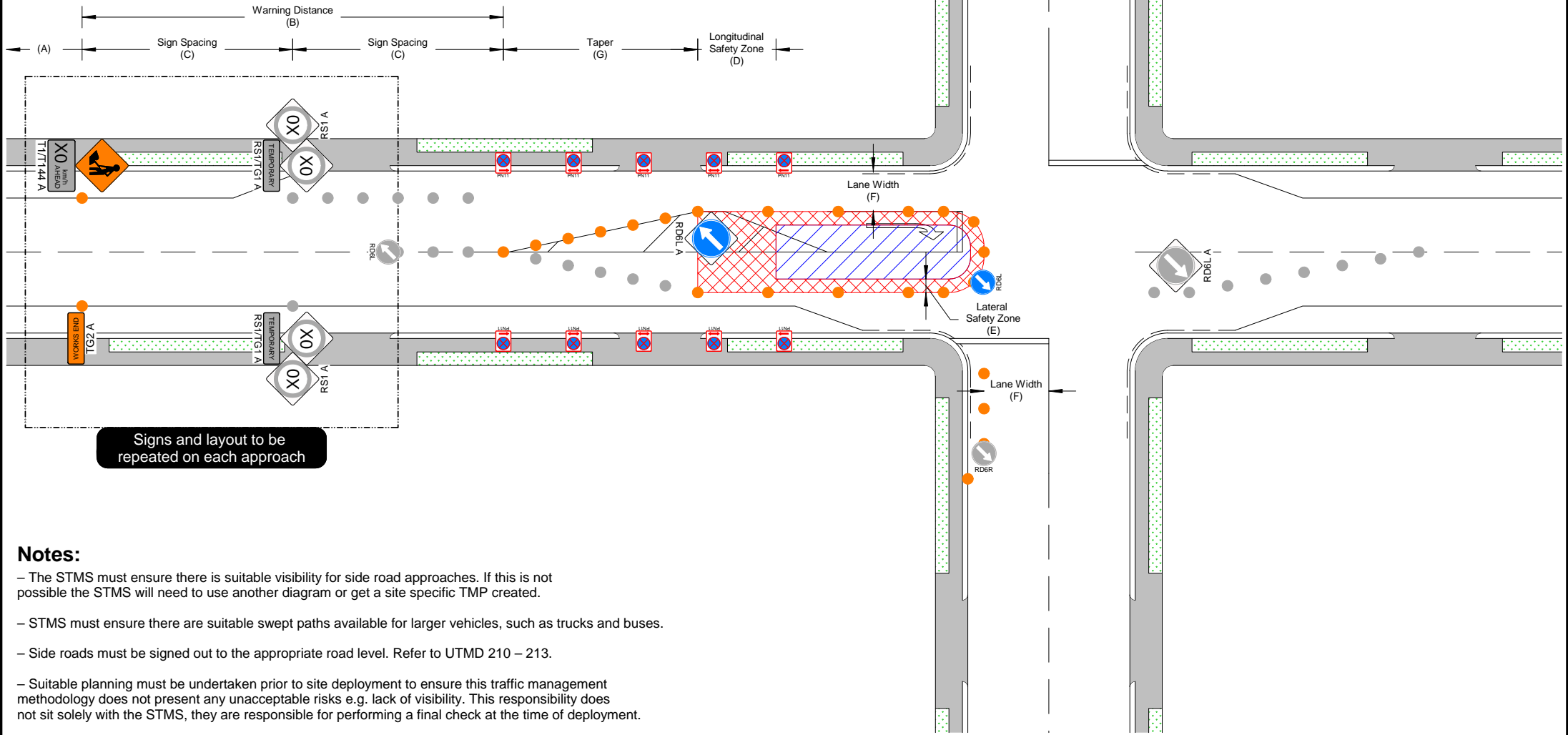


Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	Operation:
145B(L)	Copyright Christchurch Transport Operation Centre ©	Version:	Date:	SIGNALISED INTERSECTION	STATIC
		1	JULY 2018	Submitted By:	

Methodology:	INTERSECTION	ROAD LEVEL: LV & L1
Detail:	TURN BAY CLOSURE	
Restrictions:		SPEED LIMIT: ALL



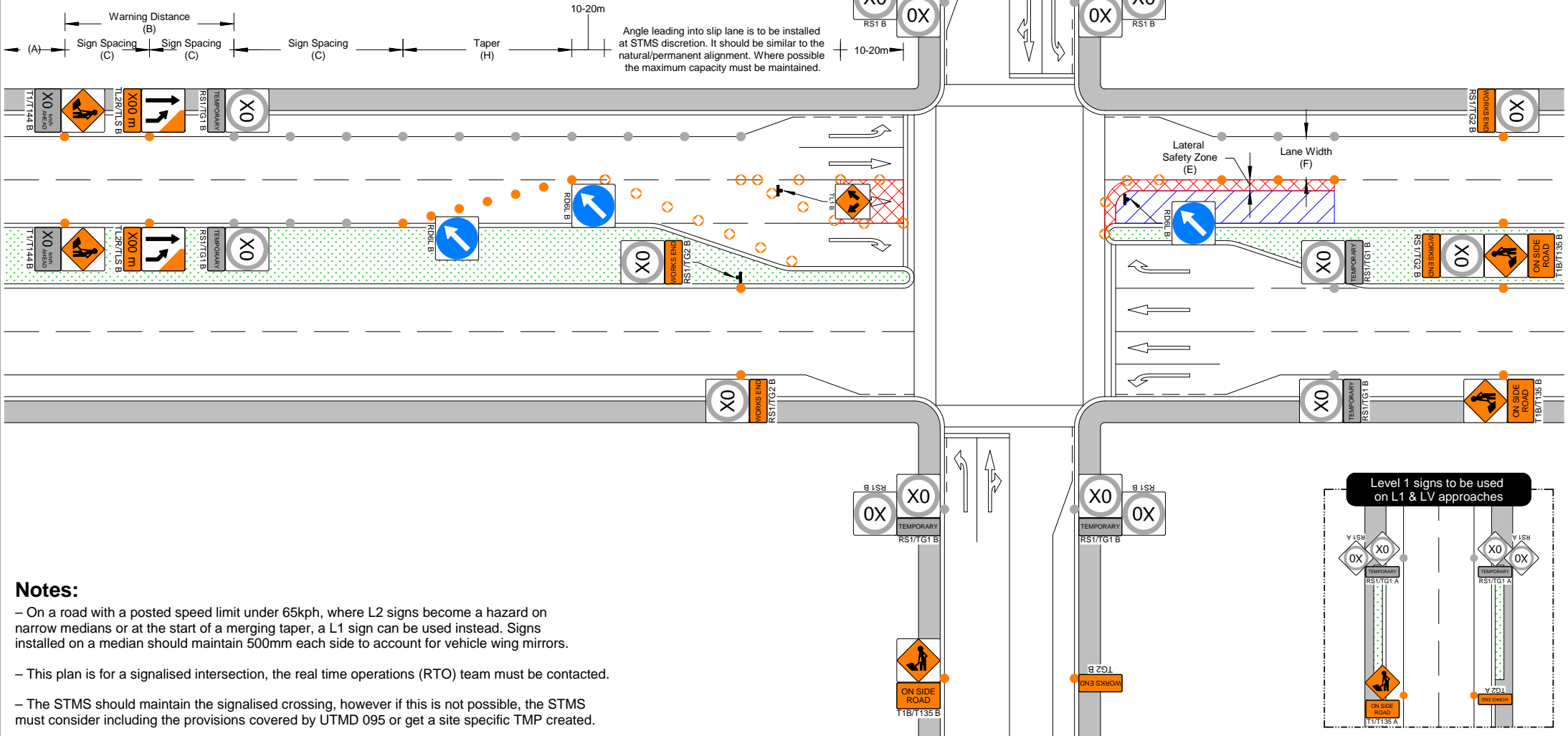
Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	INTERSECTION	Operation:	STATIC
146A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	<div>ROAD LEVEL: L2</div>
<div>MULTILANE INTERSECTION</div>	
Detail:	<div>SPEED LIMIT: ALL</div>
<div>RIGHT SIDE LANE CLOSURE OVER INTERSECTION</div>	
Restrictions:	<div>NIGHT WORK ONLY</div>

SPEED LIMIT:
ALL



- 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.

Level 1 signs to be used on L1 & LV approaches

MSA A

X0

OX

TEMPORARY

RST/TGT A

ON ROAD WORK

T1/T135 A

MSA A

X0

OX

TEMPORARY

RST/TGT A

ROAD CLOSED

150B(R)



Version:	Date:
1	JULY 2018

Submitted By:

Operation:	STATIC
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Methodology:

MULTILANE INTERSECTION

Detail:

LEFT SIDE LANE CLOSURE OVER INTERSECTION

Restrictions:

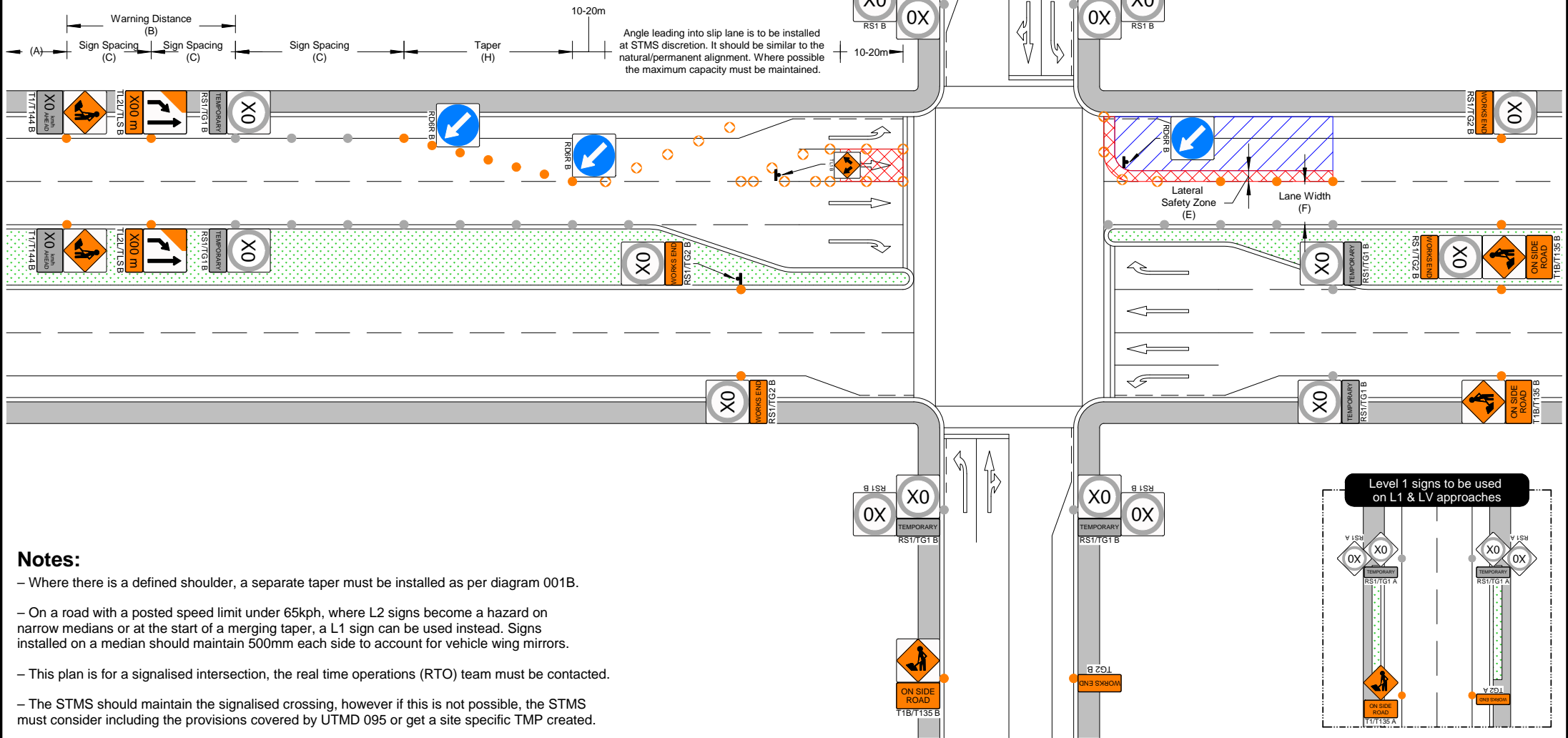
NIGHT WORK ONLY

ROAD LEVEL:

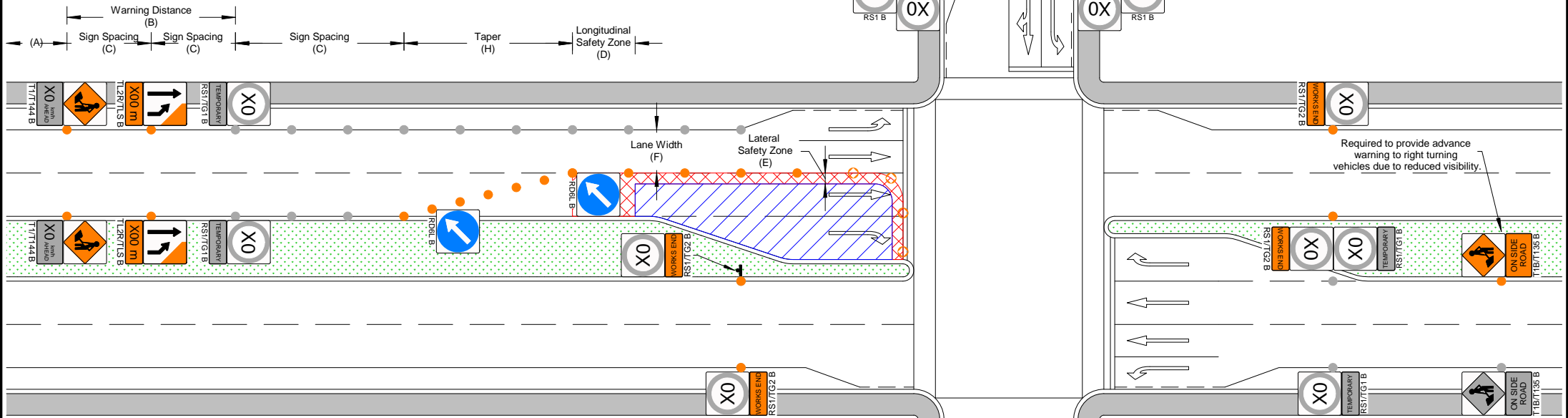
L2

SPEED LIMIT:

ALL

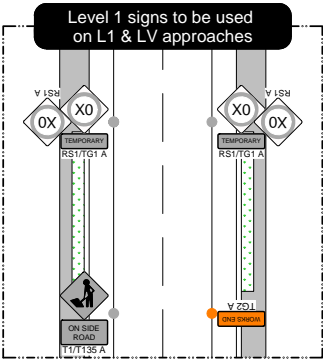



Methodology:	MULTILANE INTERSECTION	ROAD LEVEL: L2
Detail:	RIGHT LANE AND TURN POCKET CLOSED	SPEED LIMIT: ALL
Restrictions:	NIGHT WORK ONLY	



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 covered.
- 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.



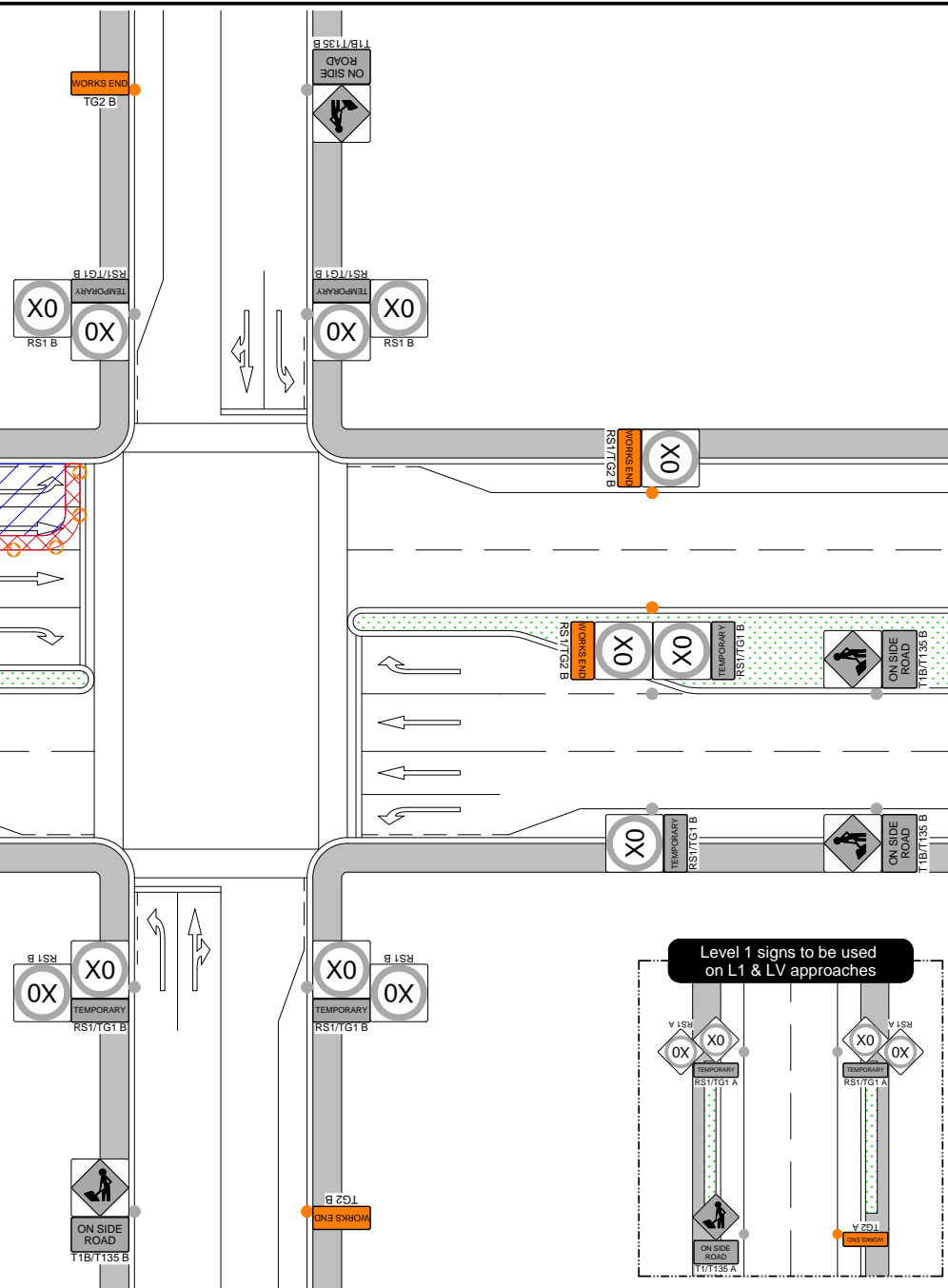
UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
151B(R)	Copyright Christchurch Transport Operation Centre ©	Version: 1	MULTILANE INTERSECTION	STATIC
		Date: JULY 2018	Submitted By:	

Methodology:	<div>ROAD LEVEL: L2</div>
<div>MULTILANE INTERSECTION</div>	
Detail:	<div>SPEED LIMIT: ALL</div>
<div>LEFT LANE AND TURN POCKET CLOSED</div>	
Restrictions:	<div>NIGHT WORK ONLY</div>

ROAD LEVEL:
L2

SPEED LIMIT:
ALL

NIGHT WORK ONLY



- 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 covered.
- 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.

151B(L)



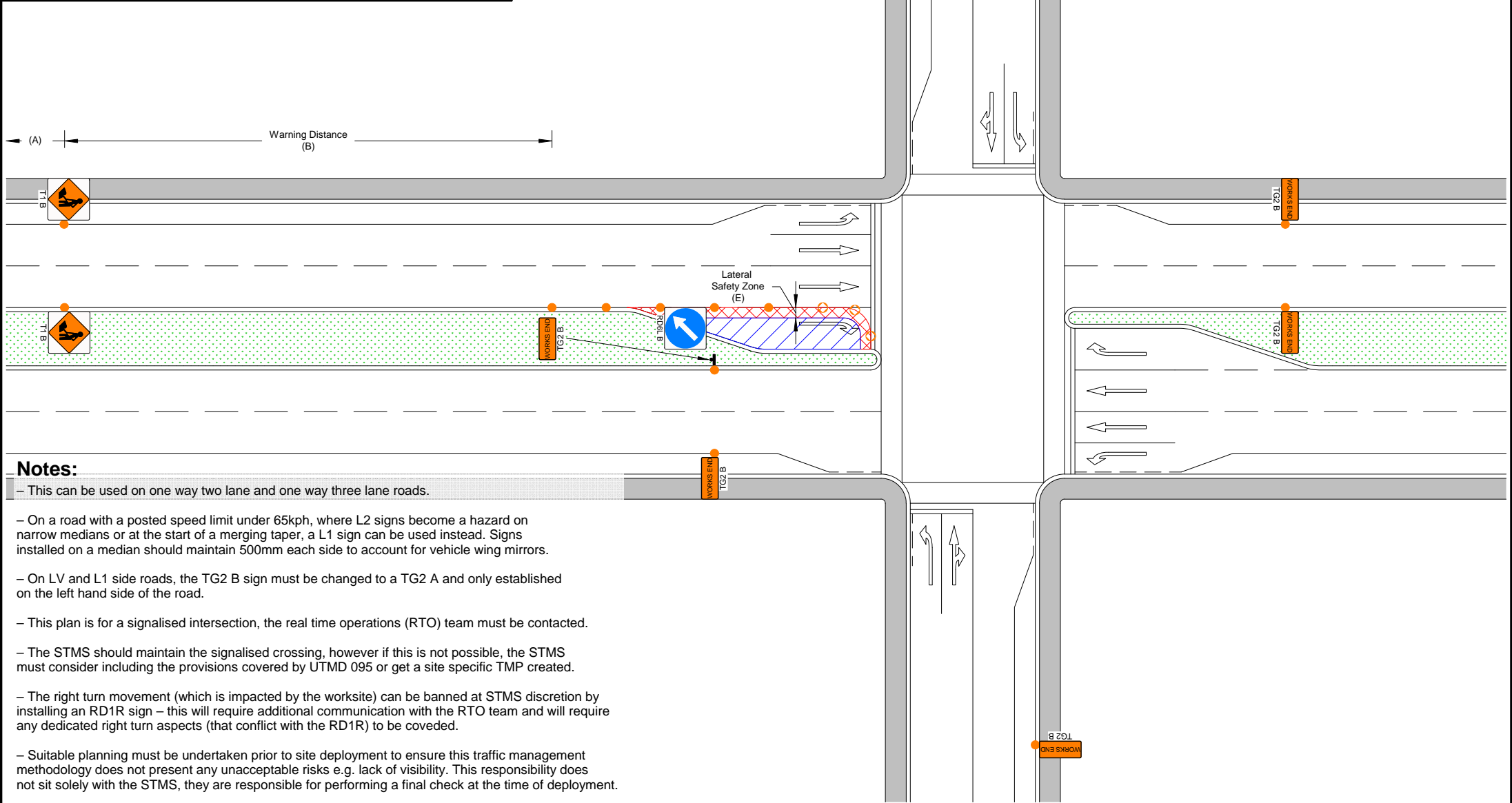
1

JULY 2018

Submitted By:

STATIC

Methodology:	ROAD LEVEL: L2
MULTILANE INTERSECTION	
Detail:	SPEED LIMIT: ALL
RIGHT SIDE TURN POCKET CLOSURE	
Restrictions:	NIGHT WORK ONLY

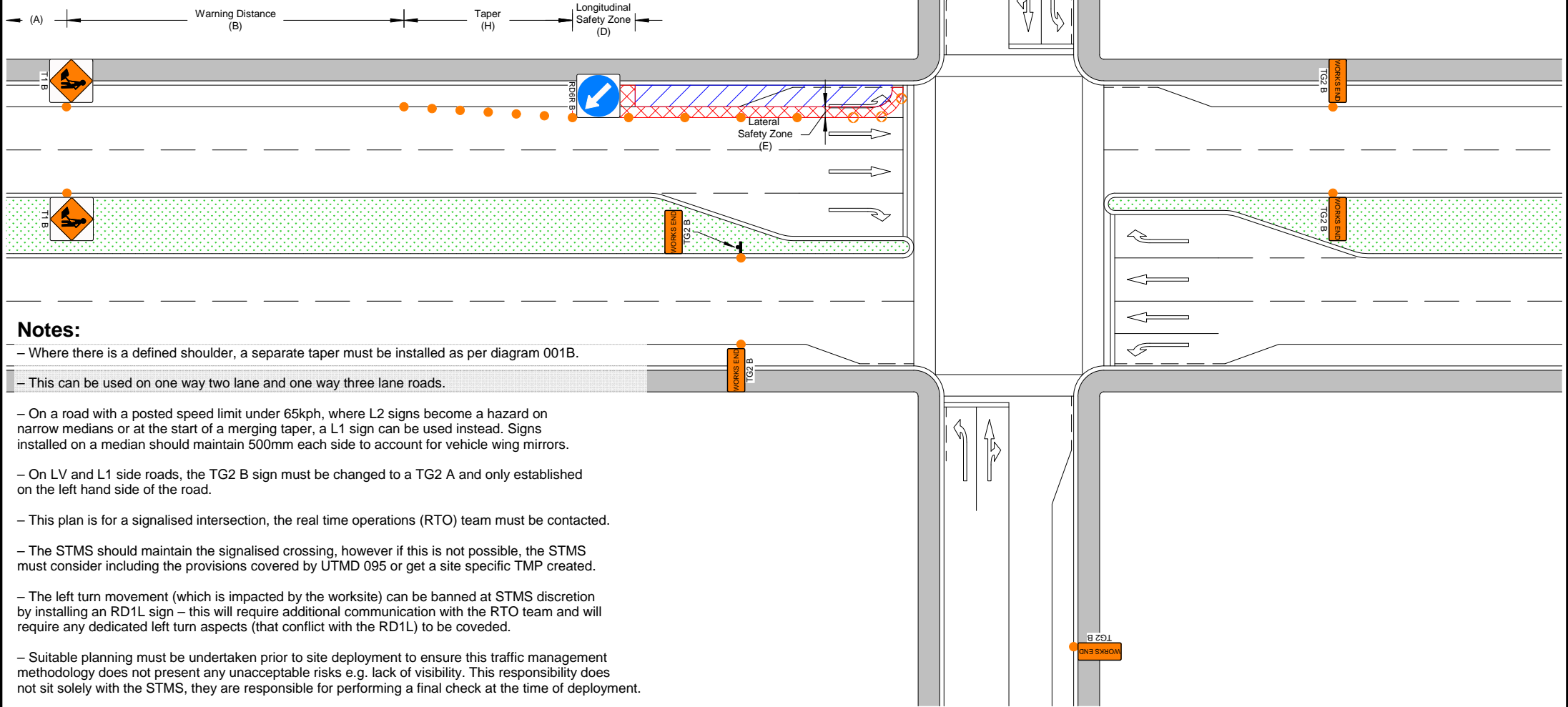



Notes:

- 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 covered.
- 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.

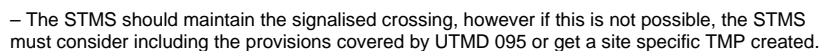
UTMD Reference: <div>152B(R)</div>	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: MULTILANE INTERSECTION	Operation: STATIC	
		Version: 1	Date: JULY 2018			

Methodology:	ROAD LEVEL: L2
MULTILANE INTERSECTION	
Detail:	SPEED LIMIT: ALL
LEFT SIDE TURN POCKET CLOSURE	
Restrictions:	NIGHT WORK ONLY



UTMD Reference: 152B(L)	 Christchurch Transport Operations Centre Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: MULTILANE INTERSECTION	Operation: STATIC	
		Version: 1	Date: JULY 2018	Submitted By:		

NIGHT WORK ONLY



STATIC

Methodology:	MULTILANE INTERSECTION
Detail:	LEFT SIDE LANE MERGED INTO CENTRE LANE OVER INTERSECTION
Restrictions:	NIGHT WORK ONLY

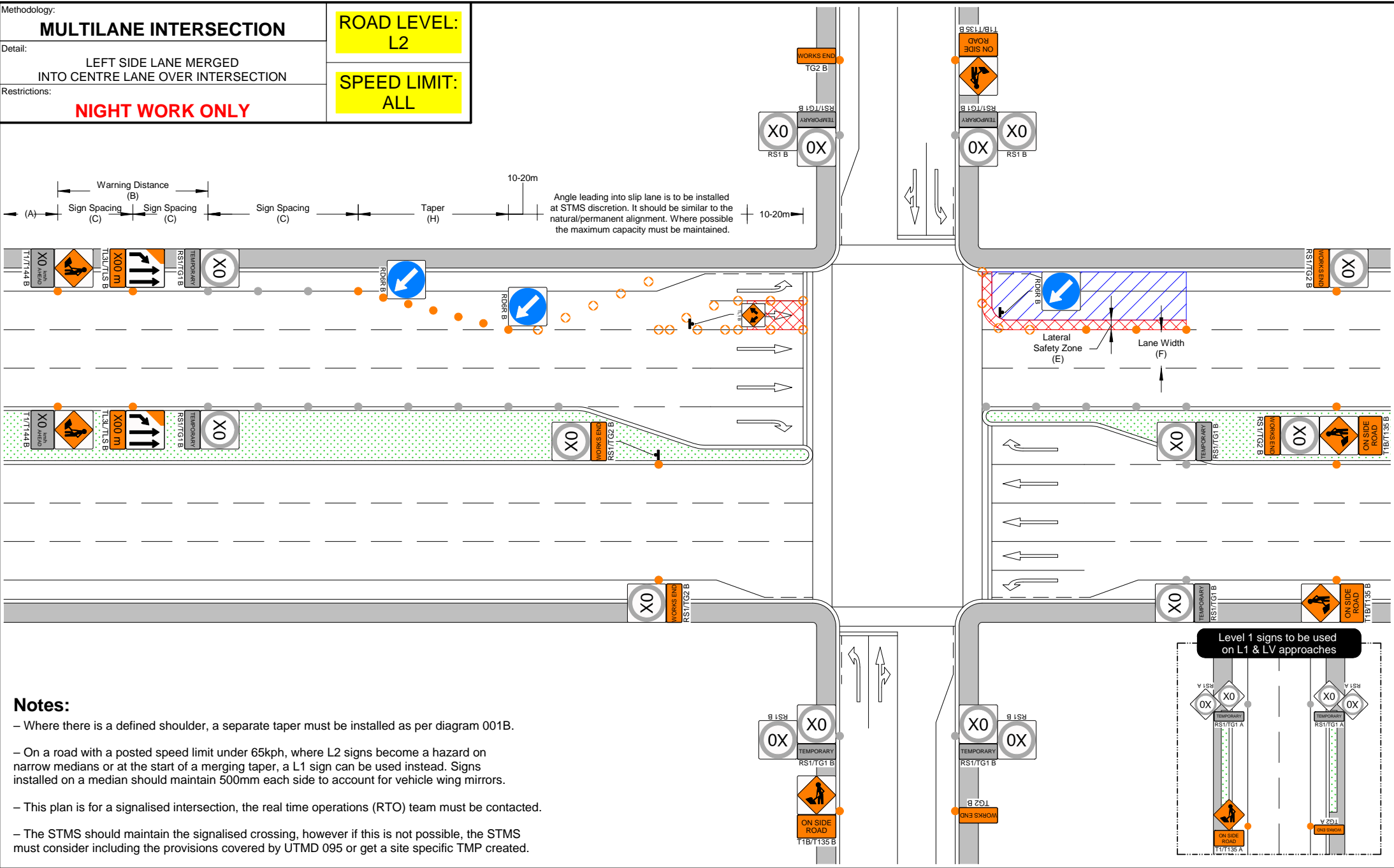
ROAD LEVEL:
L2

SPEED LIMIT:
ALL

Notes:

- Where there is a defined shoulder, a separate taper must be installed as per diagram
- 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 mirror
- This plan is for a signalised intersection, the real time operations (RTO) team must be consulted
- The STMS should maintain the signalised crossing, however if this is not possible, the team must consider including the provisions covered by UTMD 095 or get a site specific TM

- 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.



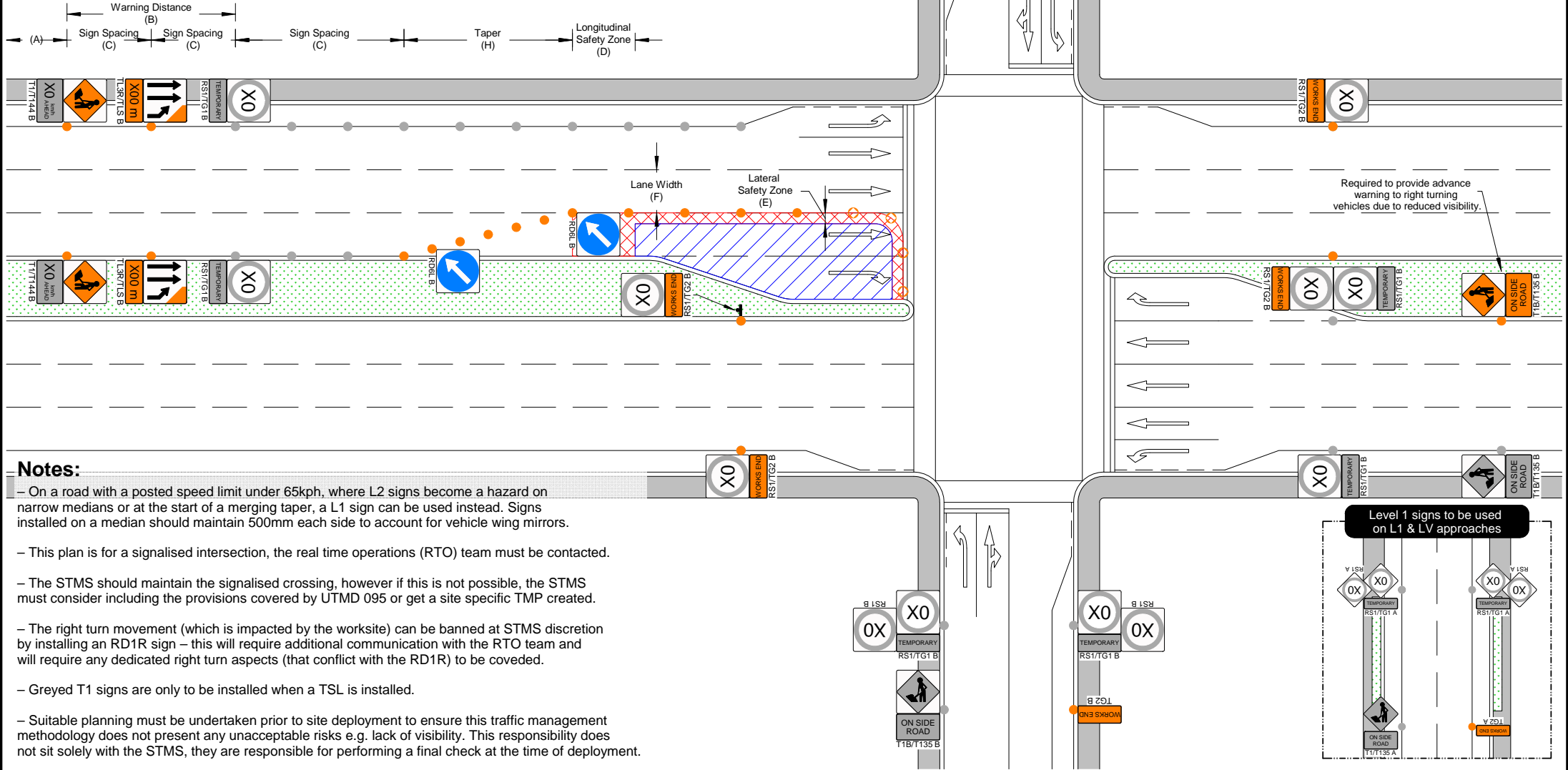
The diagram illustrates two traffic light configurations for a roundabout. The left configuration shows a standard roundabout with a 'GIVE WAY' sign (X0) and a 'GIVE WAY' sign (X0) on the approach. The right configuration shows a roundabout with a 'GIVE WAY' sign (X0) and a 'GIVE WAY' sign (X0) on the approach, but with a 'GIVE WAY' sign (X0) on the exit. The diagram also shows a 'GIVE WAY' sign (X0) on the approach and a 'GIVE WAY' sign (X0) on the exit.


UTMD Reference:	 <p>Christchurch Transport Operations Centre</p> <p>Copyright Christchurch Transport Operation Centre ©</p>
-----------------	---

Version:	Date:
1	JULY 2018

Submitted By:

Methodology:	MULTILANE INTERSECTION	ROAD LEVEL: L2
Detail:	RIGHT LANE MERGED INTO CENTRE LANE WITH TURN POCKET CLOSED	SPEED LIMIT: ALL
Restrictions:	NIGHT WORK ONLY	



UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	MULTILANE INTERSECTION	Operation:	STATIC
Version:	1	Date:	JULY 2018	Submitted By:		

154B(R)

Copyright Christchurch Transport Operation Centre ©

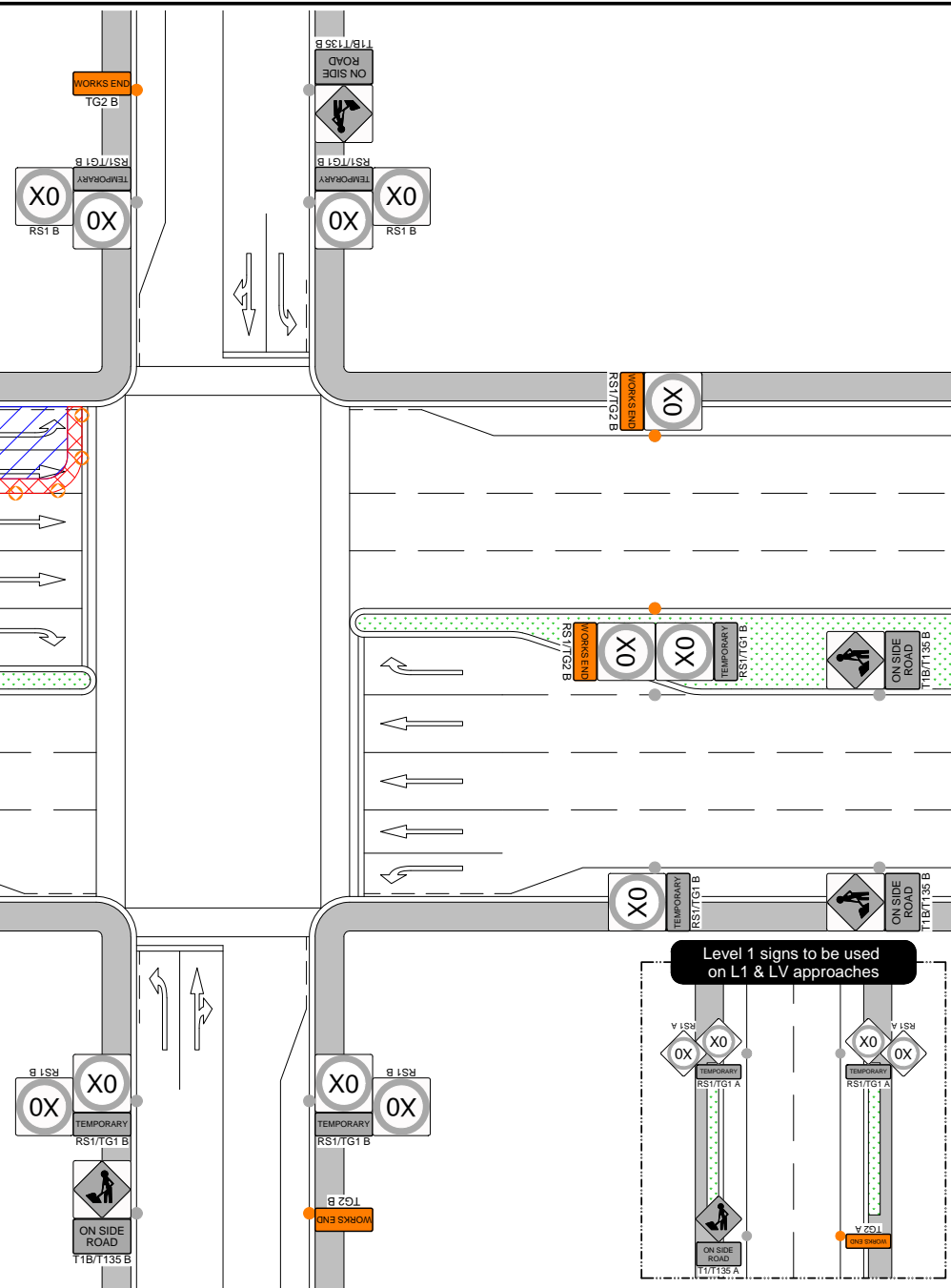
Methodology:	MULTILANE INTERSECTION
Detail:	LEFT LANE MERGED INTO CENTRE LANE WITH TURN POCKET CLOSED
Restrictions:	NIGHT WORK ONLY

ROAD LEVEL:
L2

SPEED LIMIT:
ALL

[illegible]

- 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 covered.
- 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.



Level 1 signs to be used
on L1 & LV approaches

154B(L)



Copyright Christchurch Transport Operation Centre ©

Version:

1

Date:

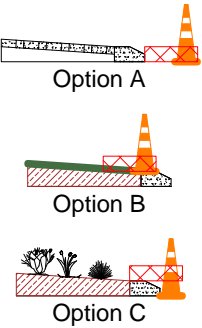
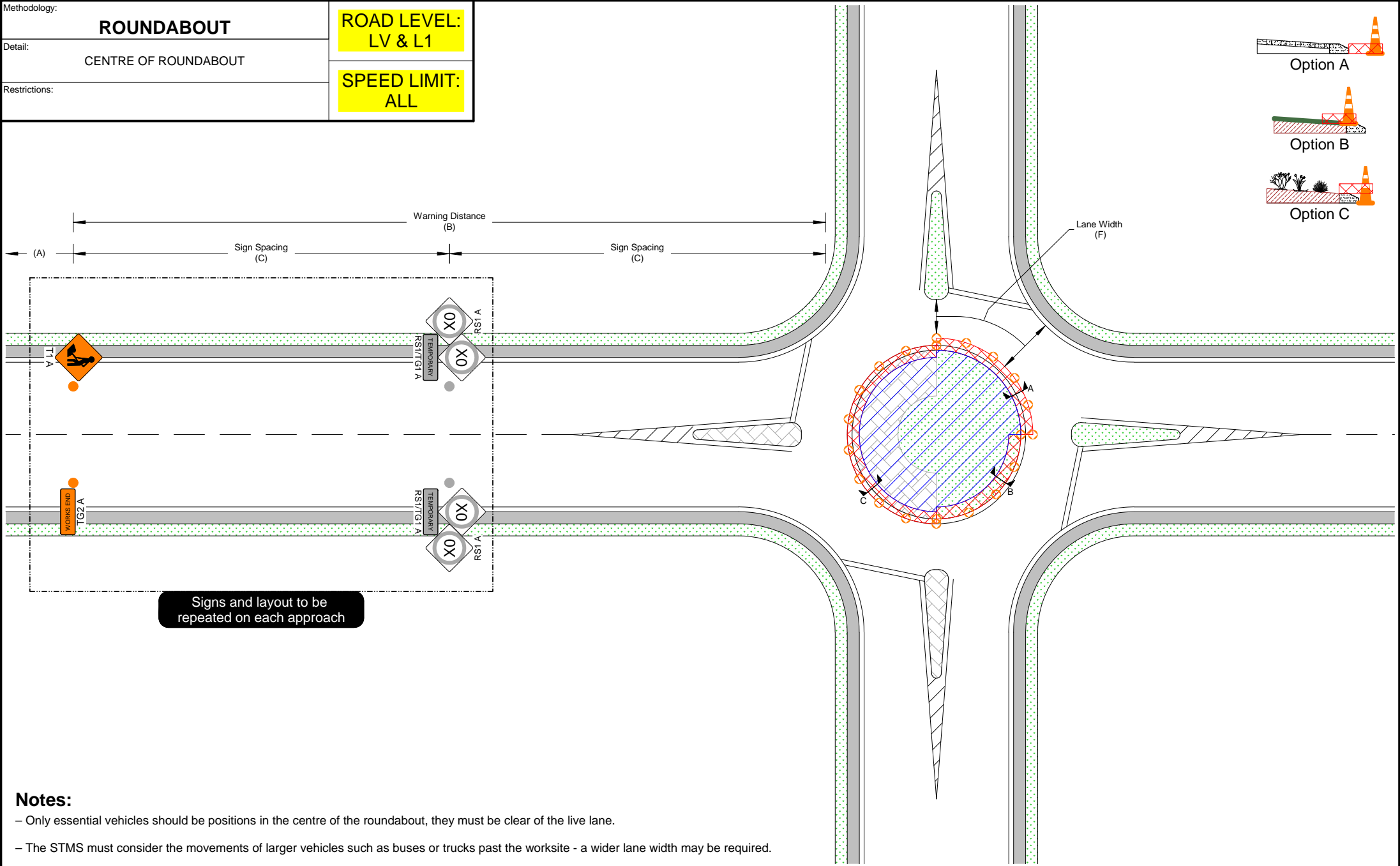
JULY 2018

MULTILANE INTERSECTION


Submitted By:

STATIC

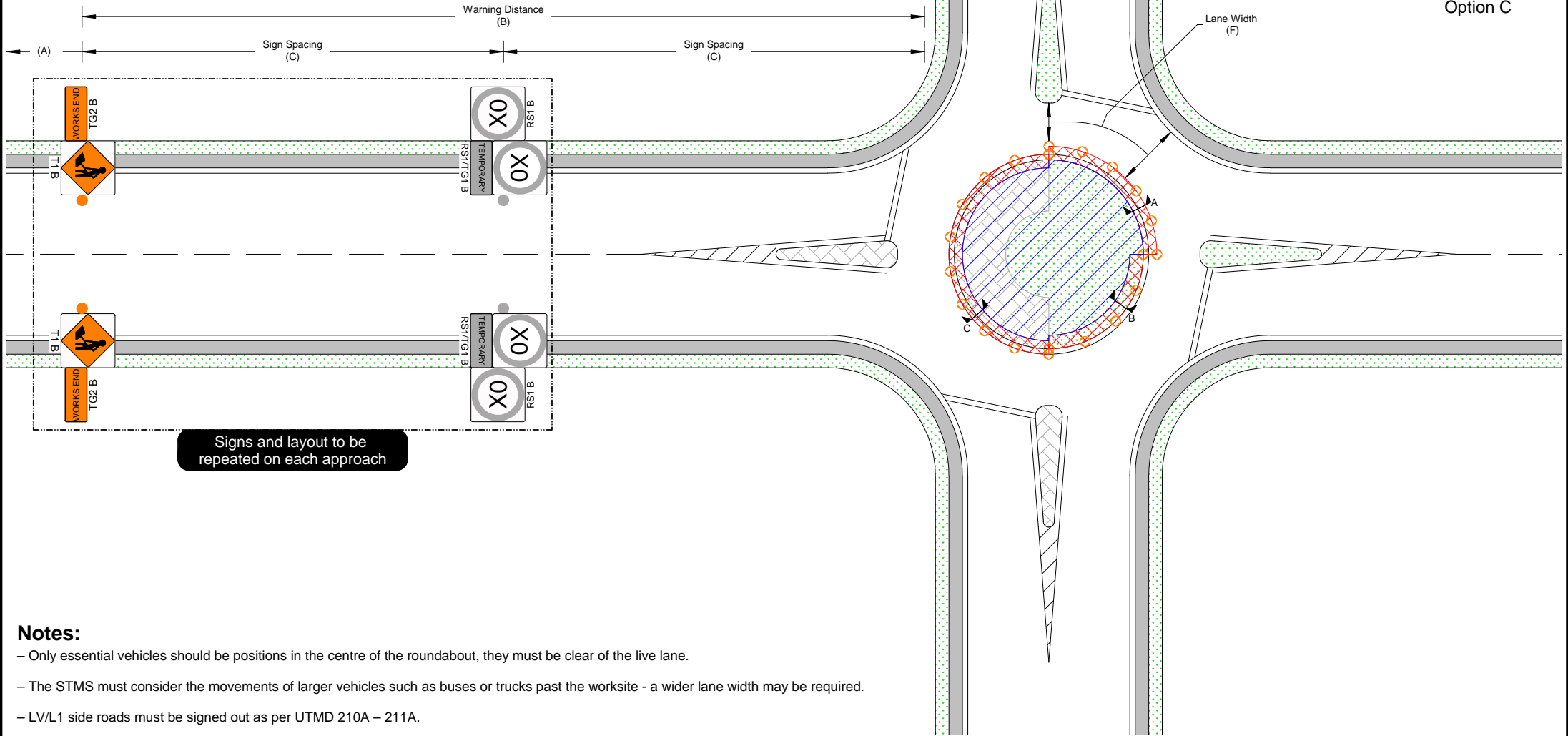
Methodology:	ROUNABOUT	ROAD LEVEL: LV & L1
Detail:	CENTRE OF ROUNABOUT	
Restrictions:		SPEED LIMIT: ALL




- 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.

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	ROUNABOUT	Operation:	STATIC
160A	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:	

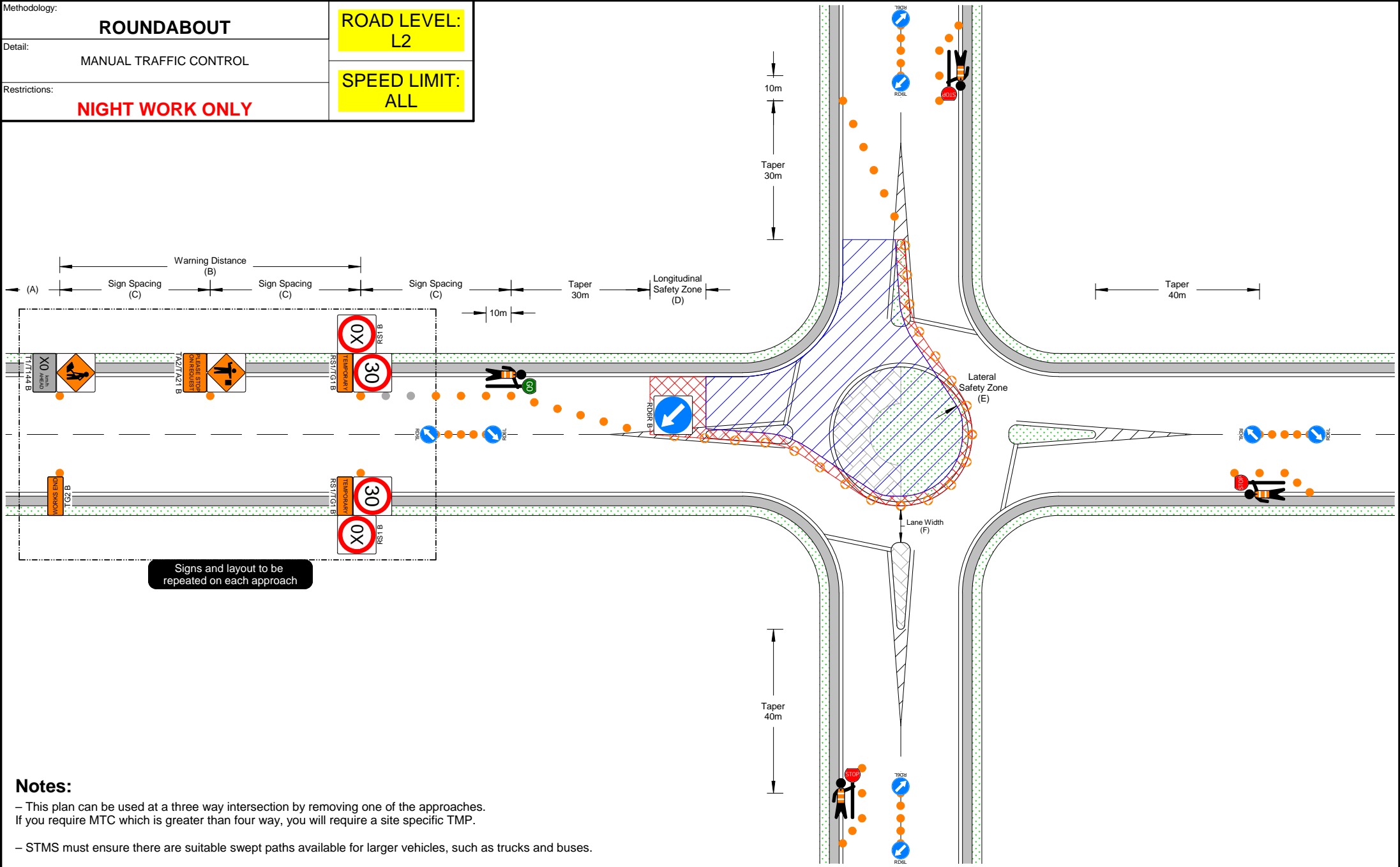
Methodology:	ROUNABOUT	ROAD LEVEL: L2
Detail:	CENTRE OF ROUNABOUT	
Restrictions:		SPEED LIMIT: ALL




- 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:	ROUNABOUT	Operation:	STATIC
160B	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:	

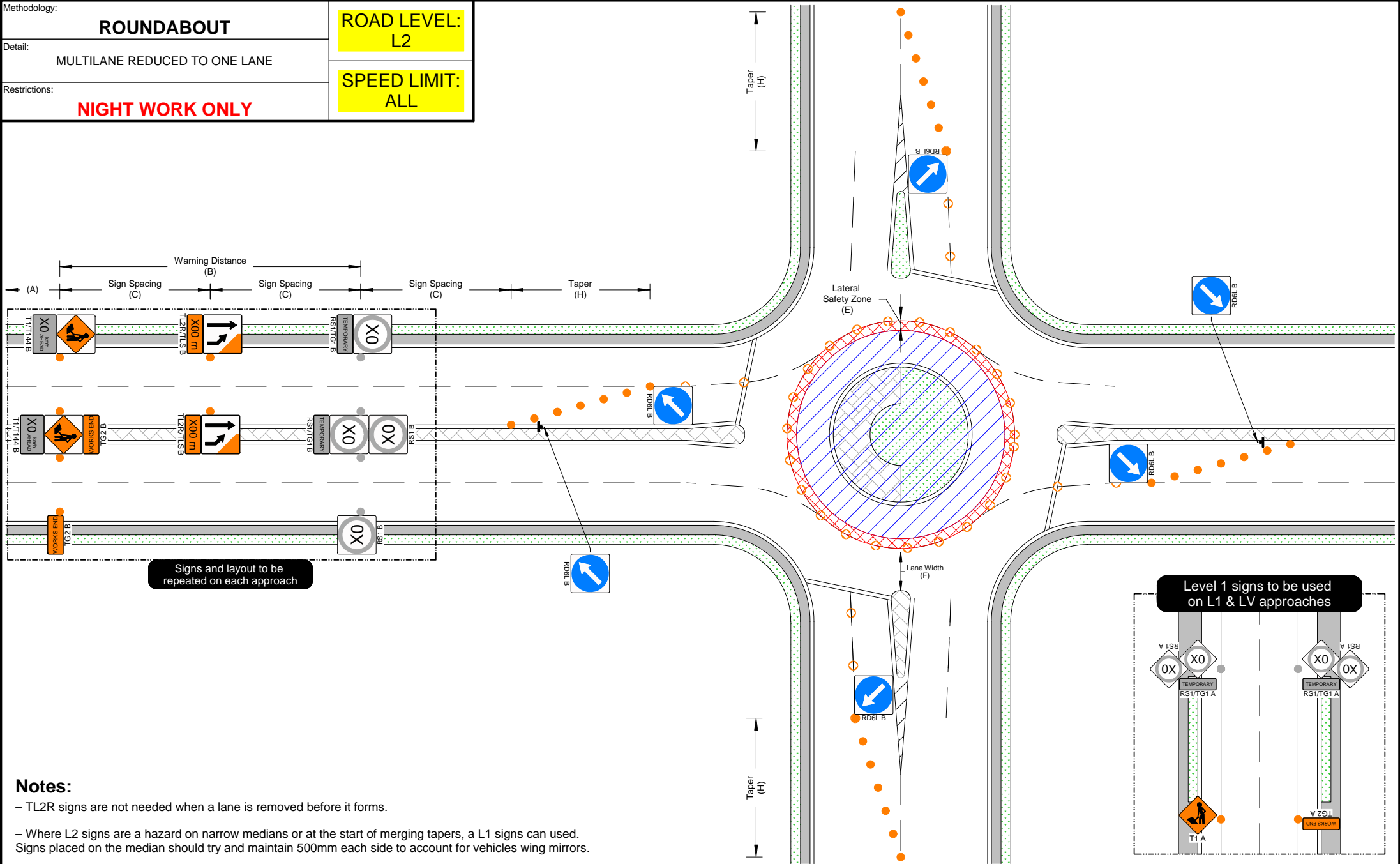
Methodology:	ROUNDAABOUT	ROAD LEVEL: L2
Detail:	MANUAL TRAFFIC CONTROL	SPEED LIMIT: ALL
Restrictions:	NIGHT WORK ONLY	



- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	ROUNDAABOUT	Operation:	STATIC
161B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	ROUNABOUT	ROAD LEVEL: L2
Detail:	MULTILANE REDUCED TO ONE LANE	
Restrictions:	NIGHT WORK ONLY	SPEED LIMIT: ALL

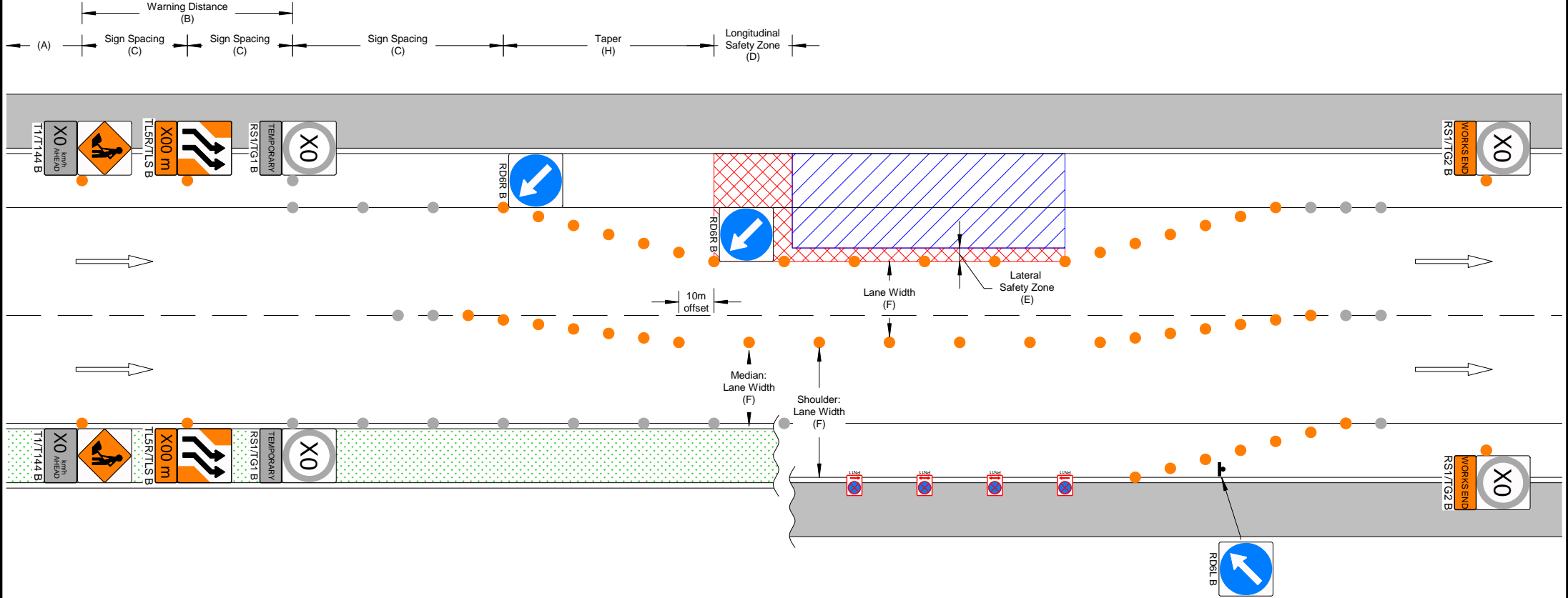


Notes:


- 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 be used. Signs placed on the median should try and maintain 500mm each side to account for vehicles wing mirrors.

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

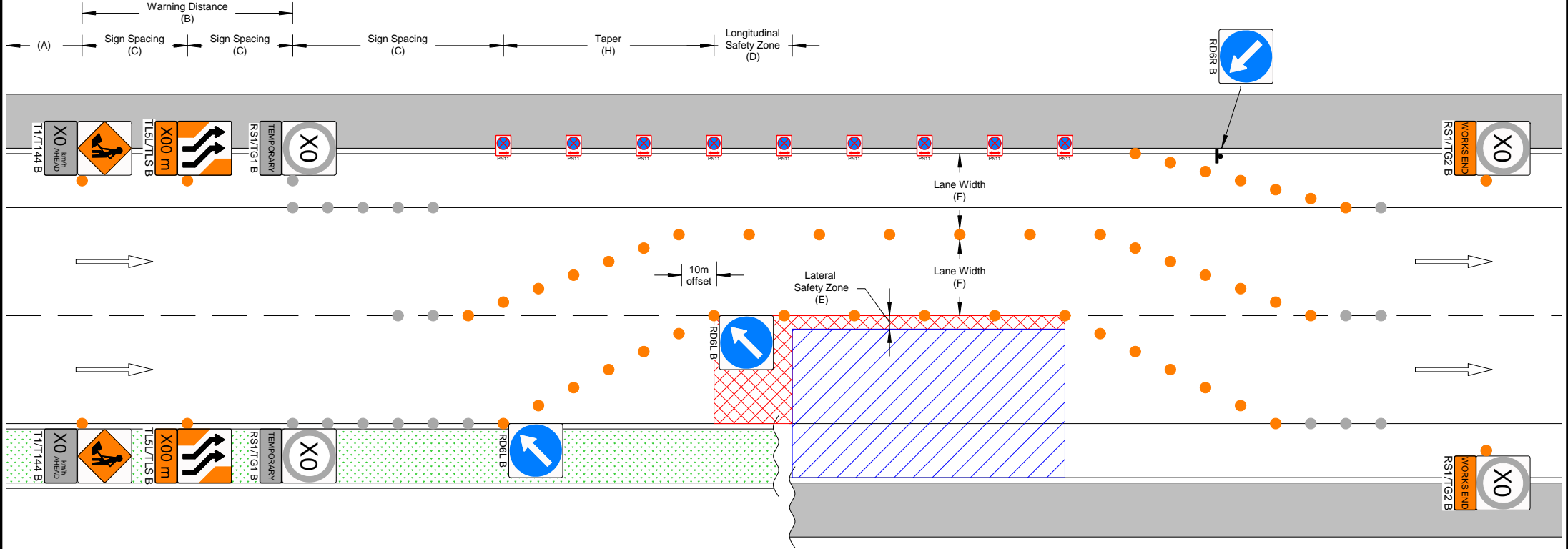
Methodology:	LANE SHIFT	ROAD LEVEL: L2
Detail:	SHIFTED RIGHT	
Restrictions:		SPEED LIMIT: ALL




- 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 as 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:	ONE WAY TWO LANE	Operation:	STATIC
170B(R)	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

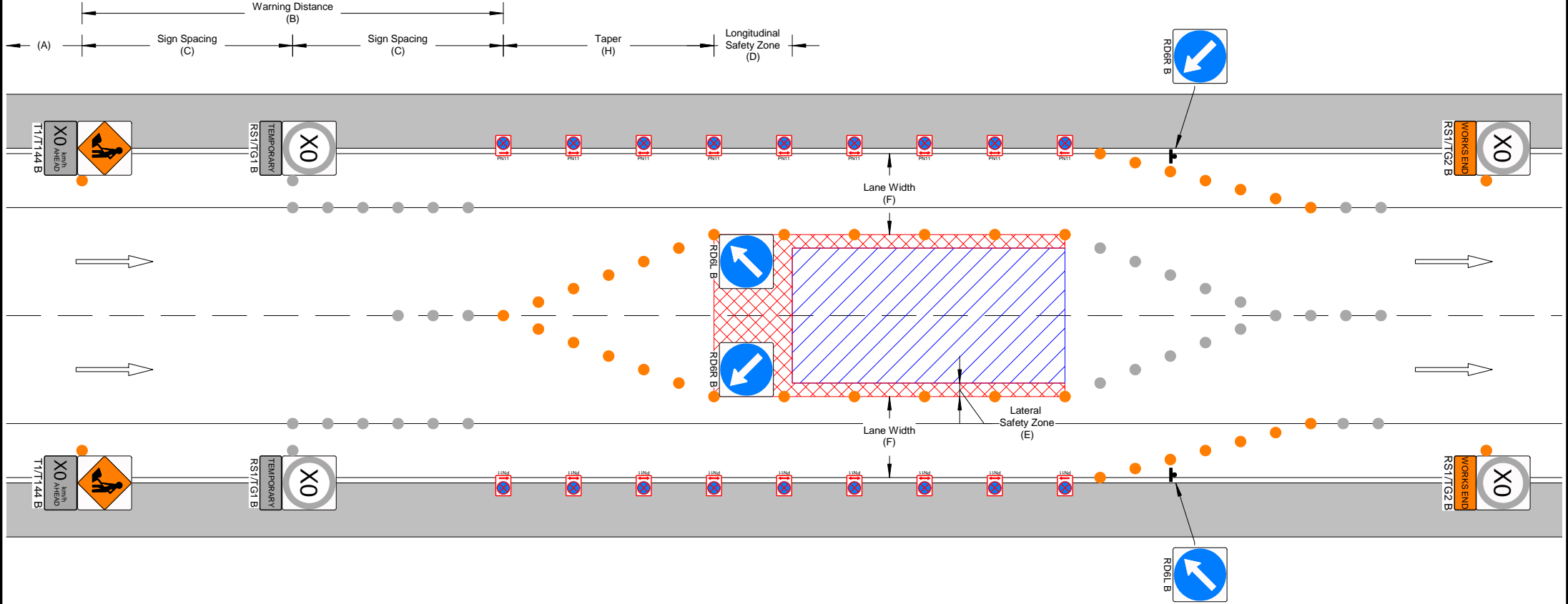
Methodology:	LANE SHIFT	ROAD LEVEL: L2
Detail:	SHIFTED LEFT	
Restrictions:		SPEED LIMIT: ALL



- 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 as 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 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: ONE WAY TWO LANE	Operation: STATIC	
		Version: 1	Date: JULY 2018	Submitted By:		

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

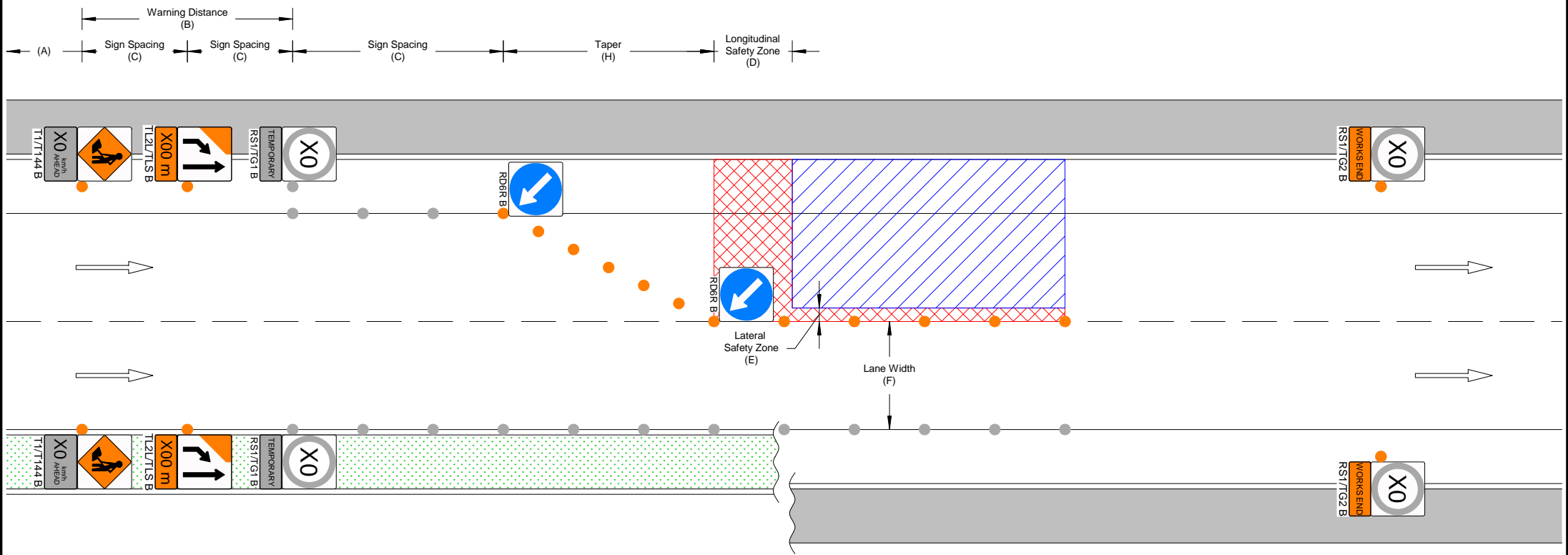


Notes:

- 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 as 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:	ONE WAY TWO LANE	Operation:	STATIC
171B	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:	

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

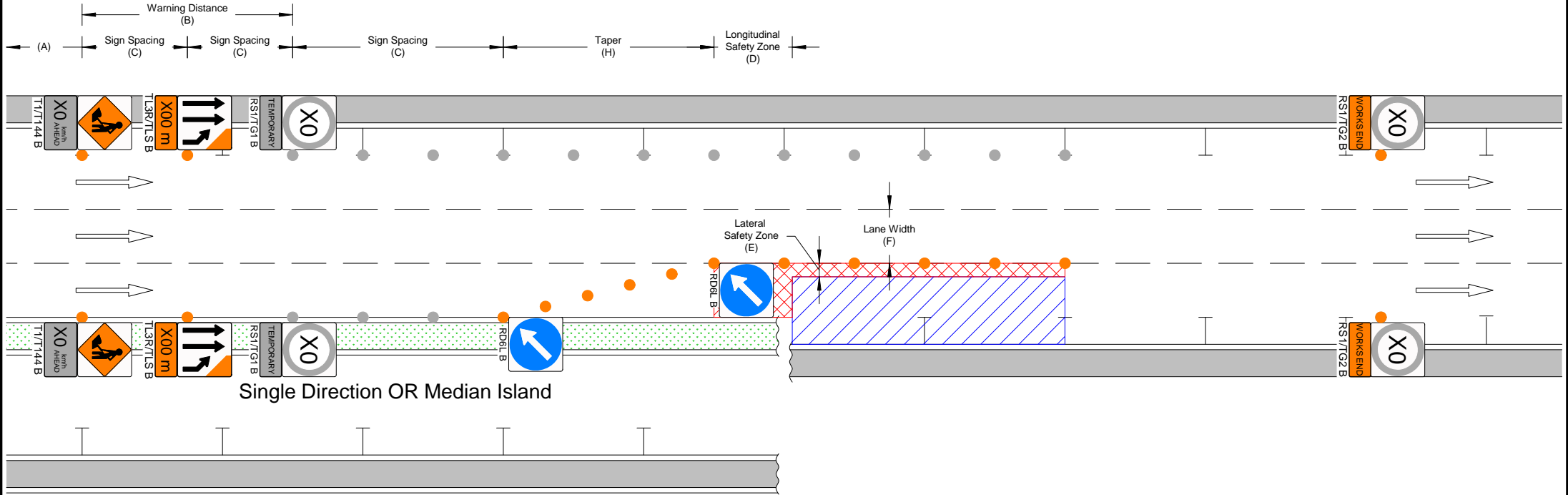


Notes:

- 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: <div style="font-size: 2em; font-weight: bold;">180B(L)</div>	 <div style="text-align: center;"> Christchurch Transport Operations Centre </div> <div style="font-size: 0.8em; margin-top: 5px;">Copyright Christchurch Transport Operation Centre ©</div>	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: ONE WAY TWO LANE	Operation: STATIC	
		Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	LANE CLOSURE	ROAD LEVEL: L2
Detail:	RIGHT LANE INTO CENTRE LANE	
Restrictions:	NIGHT WORK ONLY	SPEED LIMIT: ALL

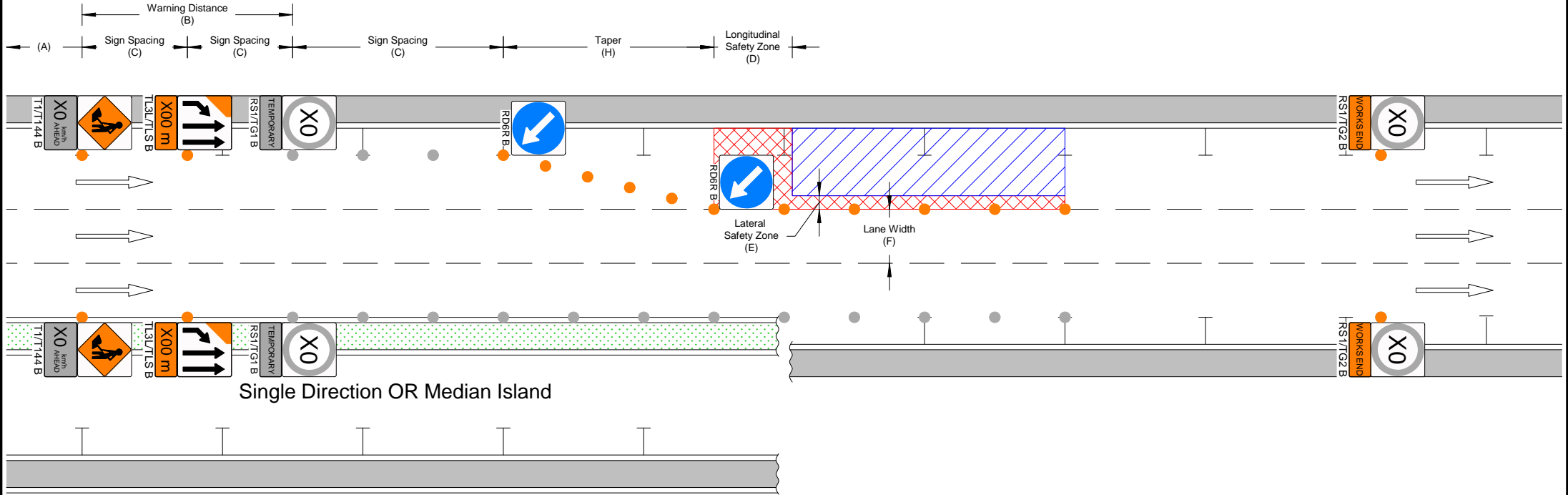


Notes:


- 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.

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

Methodology:	LANE CLOSURE	ROAD LEVEL: L2
Detail:	LEFT LANE INTO CENTRE LANE	
Restrictions:	NIGHT WORK ONLY	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:	ONE WAY THREE LANE	Operation:	STATIC
181B(L)	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	LANE CLOSURE
Detail:	RIGHT LANE CLOSURED INTO SHOULDER
Restrictions:	NIGHT WORK ONLY

ROAD LEVEL:
L2

SPEED LIMIT:
ALL

The diagram illustrates a two-lane road construction zone with traffic control and safety zones. The road is divided into two lanes, each with a dashed center line and a solid edge line. The construction zone is marked by orange cones and a series of signs: a 'Warning' sign (X0, 11/17/14 B), a 'Lane Closure' sign (X00 m, 11/2R/1LS B), a 'Merge' sign (X00 m, 11/2R/1LS B), a 'No Left Turn' sign (RS1/7G1 B), and a 'No Right Turn' sign (RS1/7G1 B). The signs are placed at specific distances: 'Warning Distance' (B), 'Sign Spacing' (C), 'Sign Spacing' (C), 'Sign Spacing' (C), 'Taper' (H), 'Longitudinal Safety Zone' (D), 'Taper' (K), 'Taper' (I), and 'Longitudinal Safety Zone' (D). The diagram also shows 'Lateral Safety Zone' (E) and 'Lane Width' (F) for the construction zone. The construction zone is marked with a red cross-hatch pattern. The road is shown with traffic flow arrows and a 'No Left Turn' sign (X0, 11/17/14 B) at the end of the zone.

- 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.

181B(R)

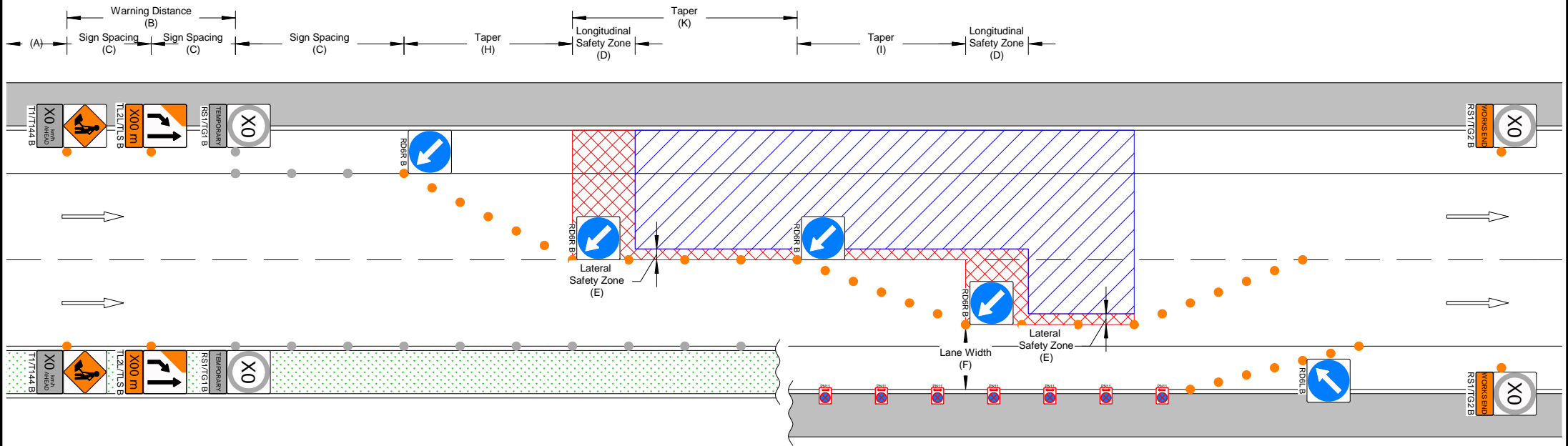


Version:	Date:
1	JULY 2018


Submitted By:

STATIC

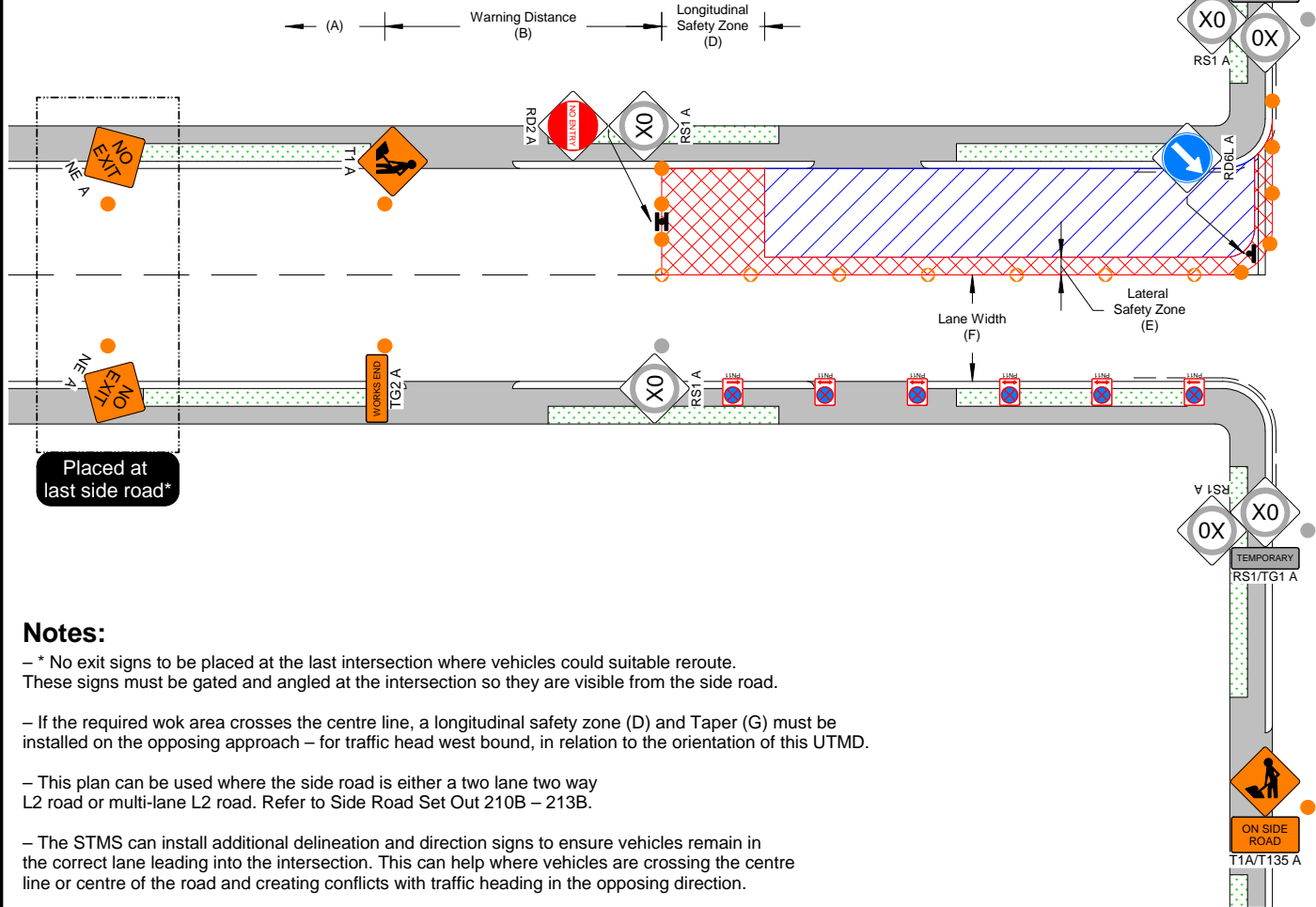
Methodology:	LANE CLOSURE	ROAD LEVEL: L2
Detail:	LEFT LANE CLOSED INTO SHOULDER	
Restrictions:	NIGHT WORK ONLY	SPEED LIMIT: ALL



- 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.

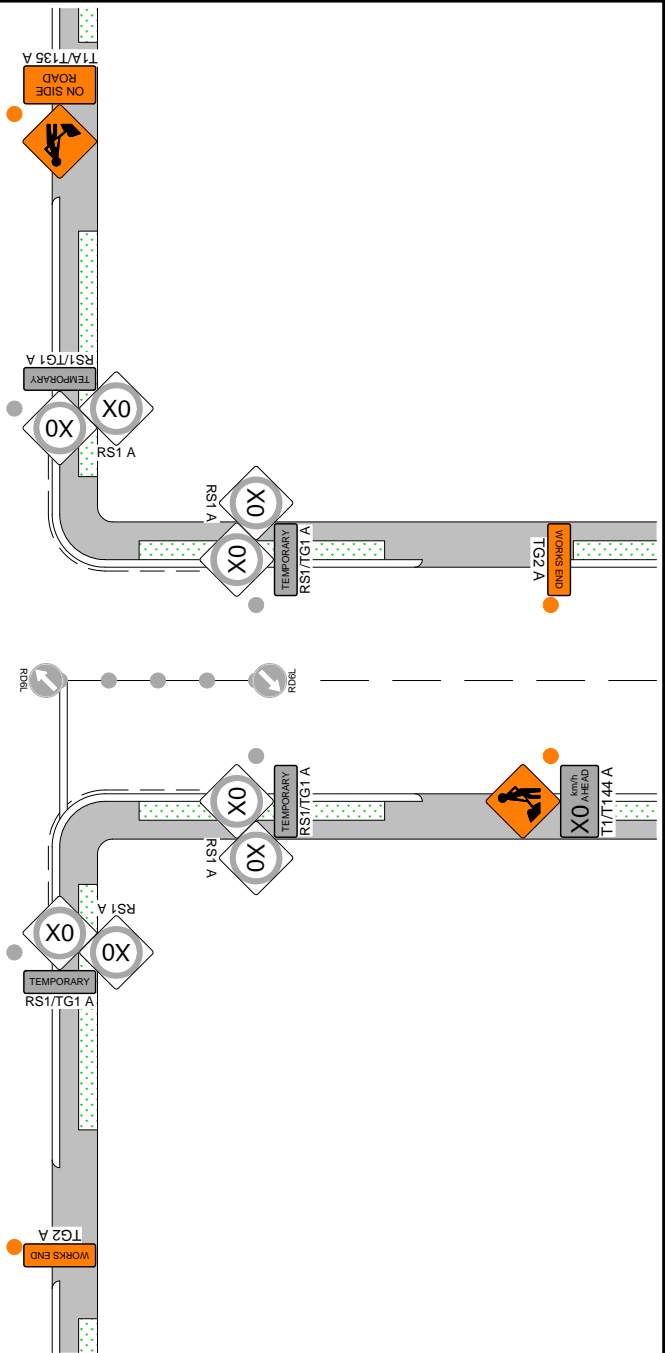
UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	ONE WAY TWO LANE	Operation:	STATIC
<div>182B(L)</div> <div>Copyright Christchurch Transport Operation Centre ©</div>		Version:	Date:	Submitted By:		
		1	JULY 2018			


Methodology:	ONE WAY SYSTEM	ROAD LEVEL: LV & L1
Detail:	ENTRY FROM INTERSECTION	
Restrictions:	ROAD SPACE BOOKING 01	SPEED LIMIT: ALL



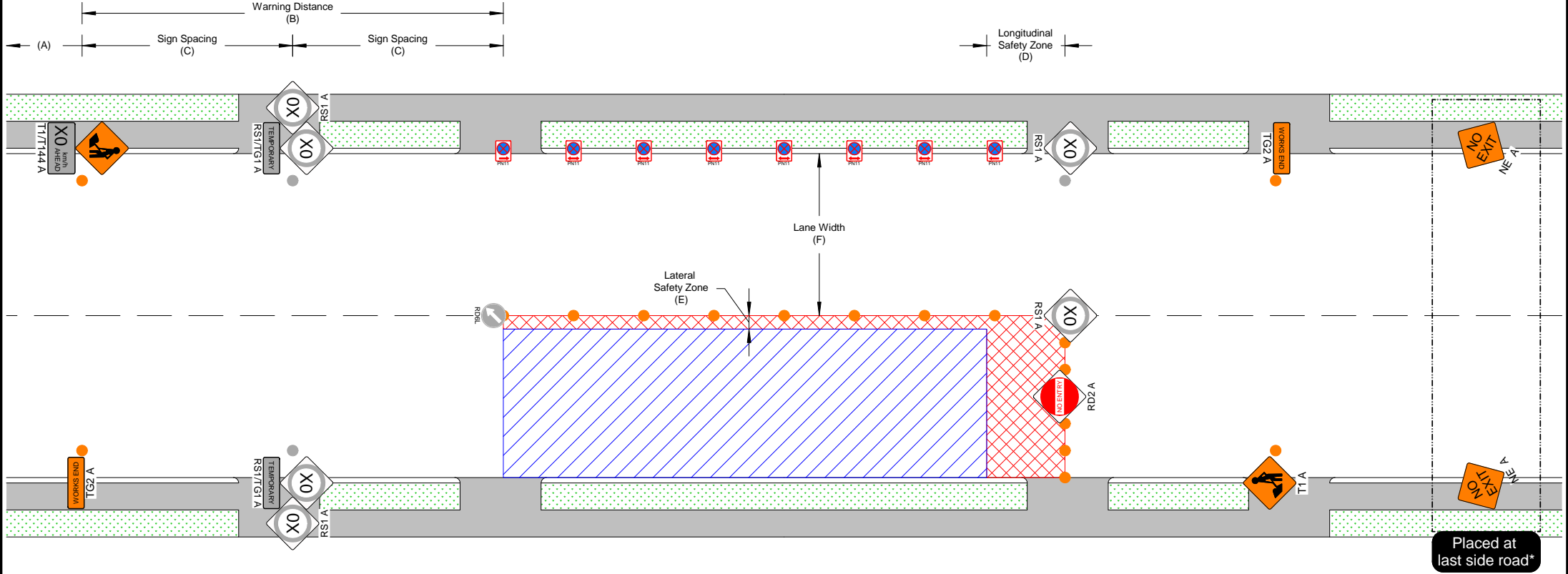
Notes:

- * 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:
190A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	INTERSECTION
			Submitted By:	STATIC

Methodology:	ONE WAY SYSTEM	ROAD LEVEL: LV & L1
Detail:	MIDBLOCK VARIATION 1	SPEED LIMIT: ALL
Restrictions:	ROAD SPACE BOOKING 01	

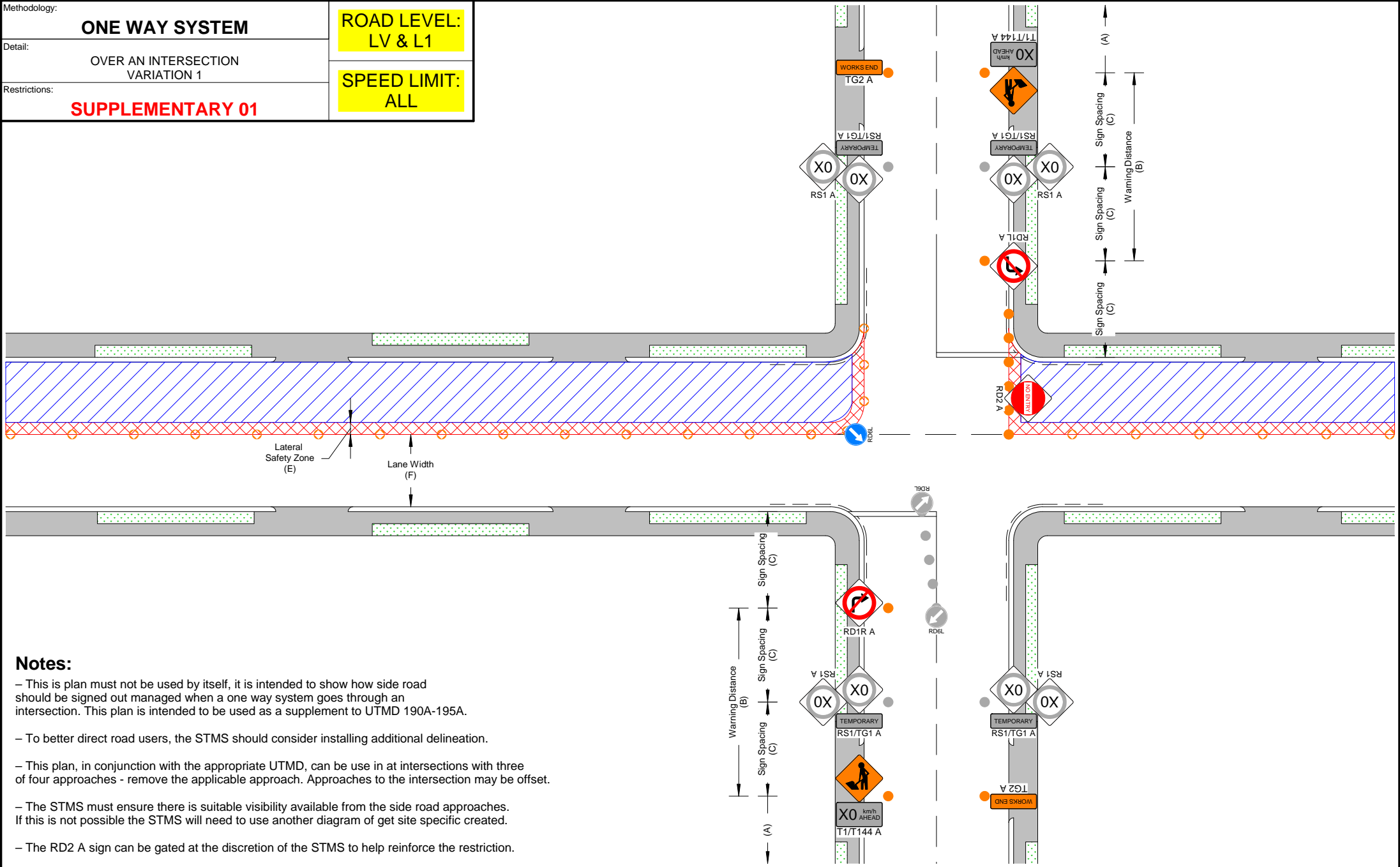


Notes:


- * 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:	TWO WAY TWO LANE	Operation:	STATIC
194A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

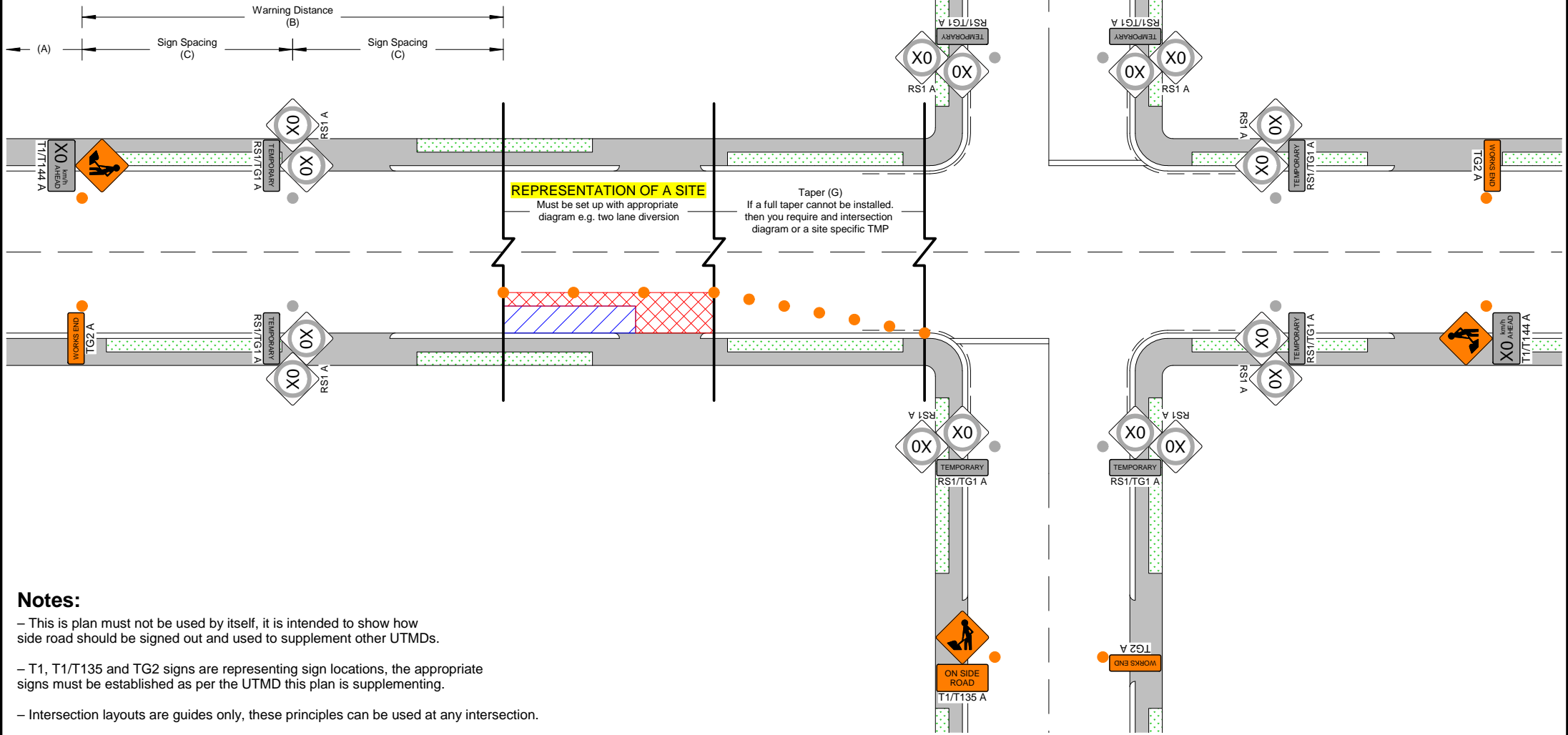
Methodology:	ONE WAY SYSTEM	ROAD LEVEL: LV & L1
Detail:	OVER AN INTERSECTION VARIATION 1	SPEED LIMIT: ALL
Restrictions:	SUPPLEMENTARY 01	




- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	Operation:	
197A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	INTERSECTION	STATIC
			Submitted By:		

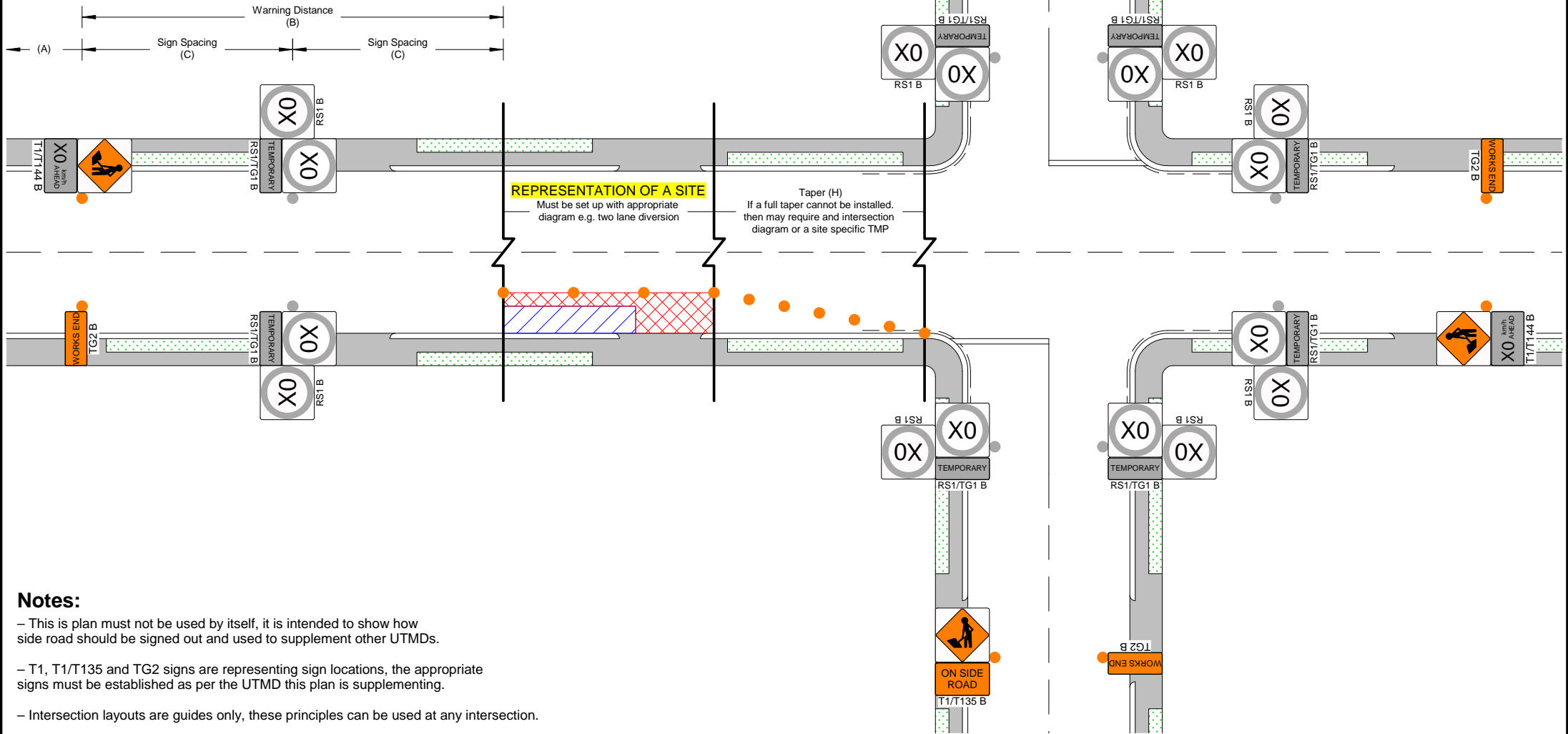
Methodology:	SIDE ROAD SET OUT	ROAD LEVEL: LV & L1
Detail:	VARIATION 1	
Restrictions:	SUPPLEMENTARY 01	SPEED LIMIT: ALL




- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	INTERSECTION	Operation:	STATIC
210A	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	SIDE ROAD SET OUT	ROAD LEVEL: L2
Detail:	VARIATION 1	
Restrictions:	SUPPLEMENTARY 01	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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	INTERSECTION	Operation:	STATIC
210B	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:

SIDE ROAD SET OUT

ROAD LEVEL:
LV & L1

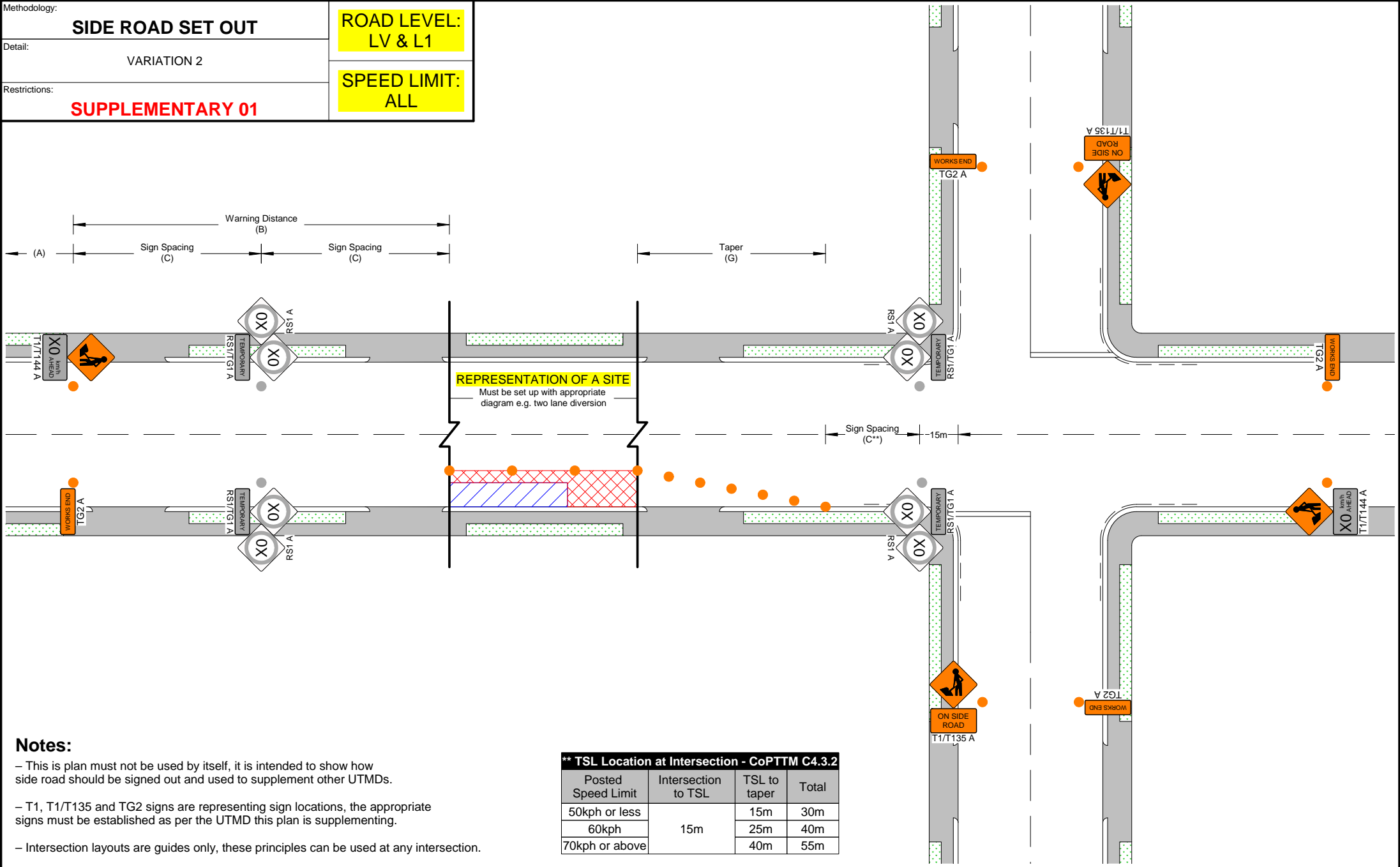
Detail:

VARIATION 2

Restrictions:

SUPPLEMENTARY 01

SPEED LIMIT:
ALL



Notes:

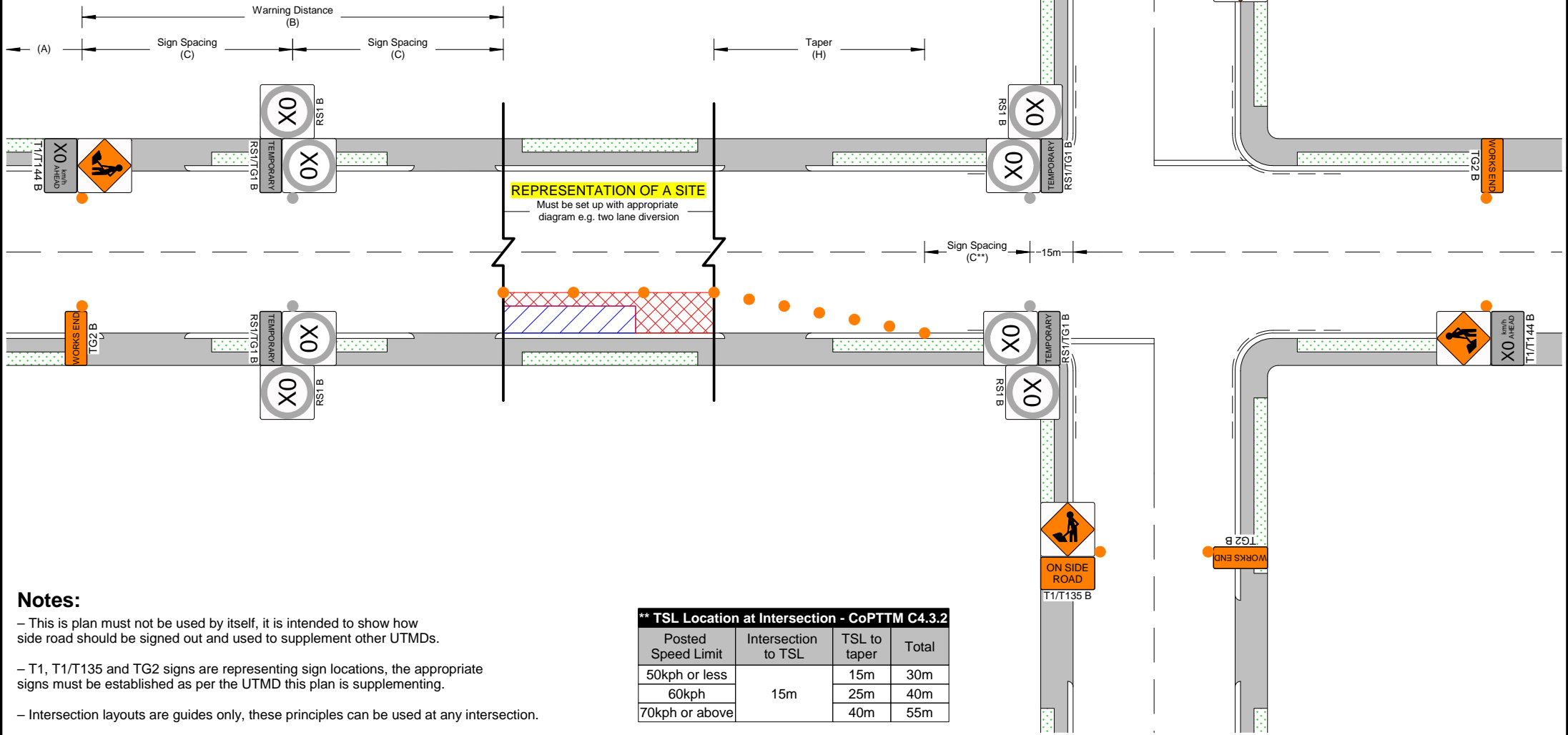
- This is plan must not be used by itself, it is intended to show how side road should be signed out and used to supplement other UTMDs.
- T1, T1/T135 and TG2 signs are representing sign locations, the appropriate signs must be established as per the UTMD this plan is supplementing.
- Intersection layouts 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

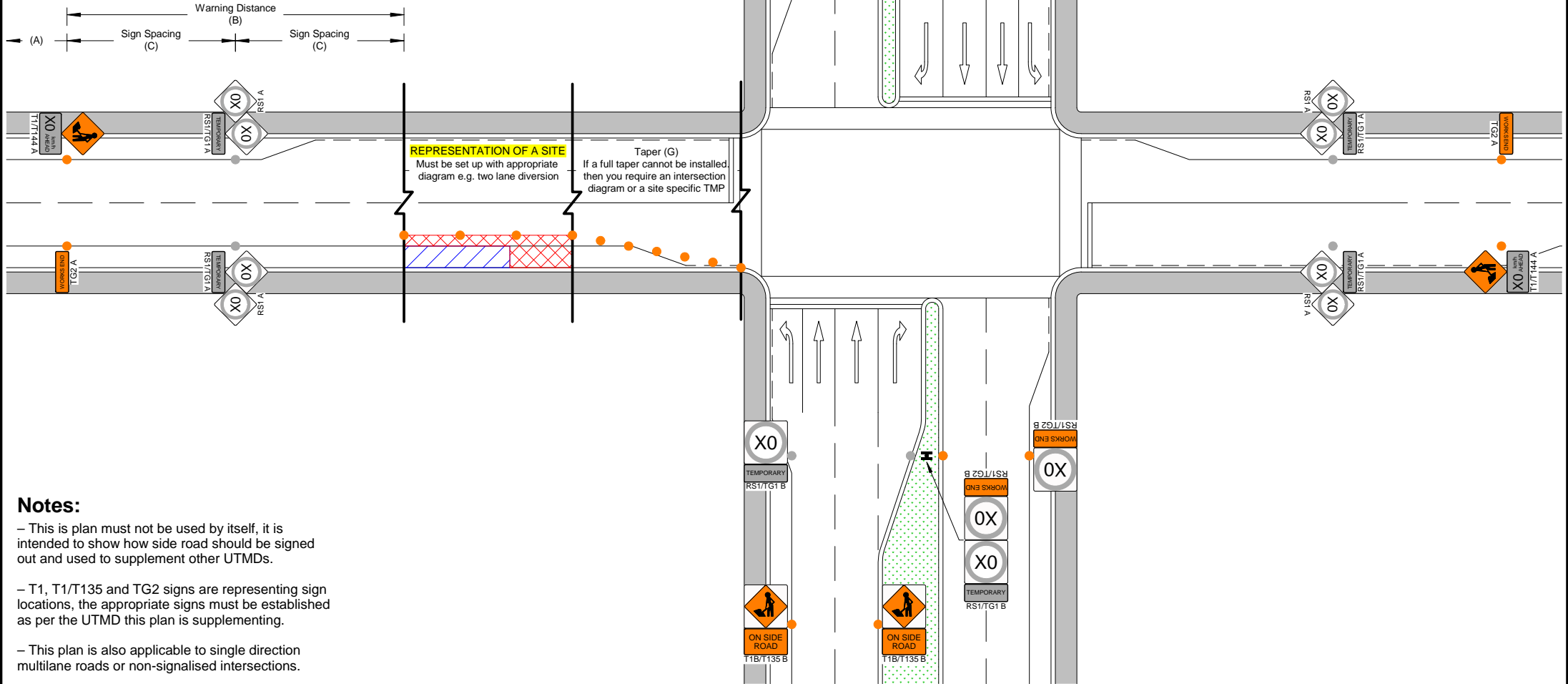
Methodology:
SIDE ROAD SET OUT
Detail:
VARIATION 2
Restrictions:
SUPPLEMENTARY 01


ROAD LEVEL:
L2

SPEED LIMIT:
ALL



Methodology:	SIDE ROAD SET OUT	ROAD LEVEL: L2
Detail:	MULTILANE SIDE ROAD VARIATION 1	SPEED LIMIT: ALL
Restrictions:	SUPPLEMENTARY 01	



UTMD Reference:		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:

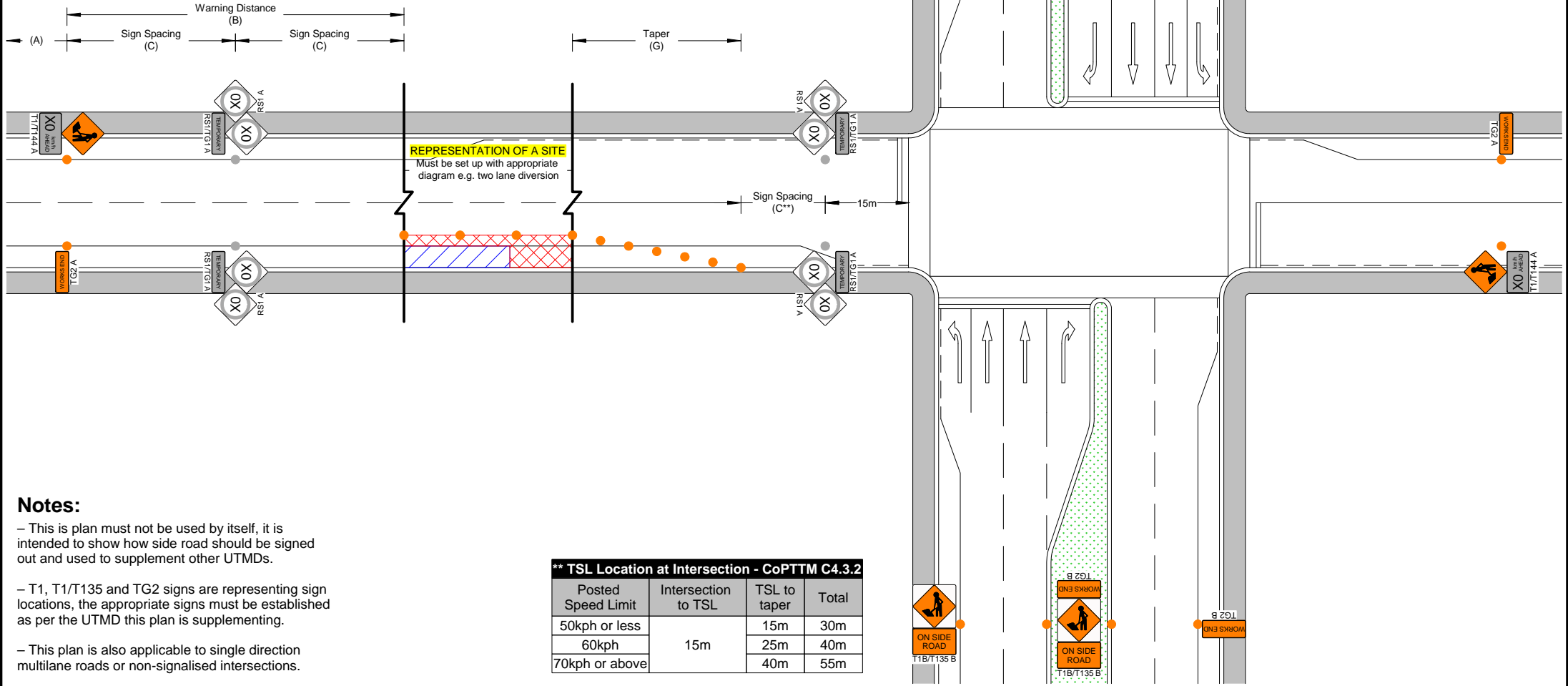
SUPPLEMENTARY 01

ROAD LEVEL:

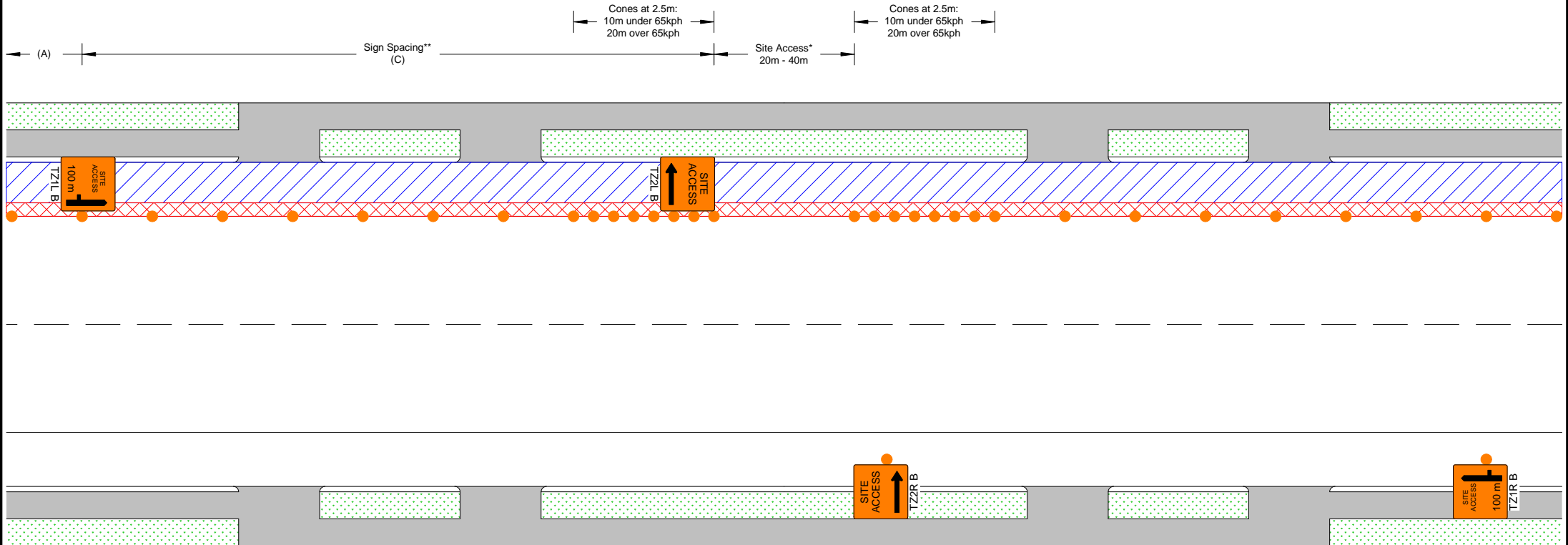
L2

SPEED LIMIT:


ALL



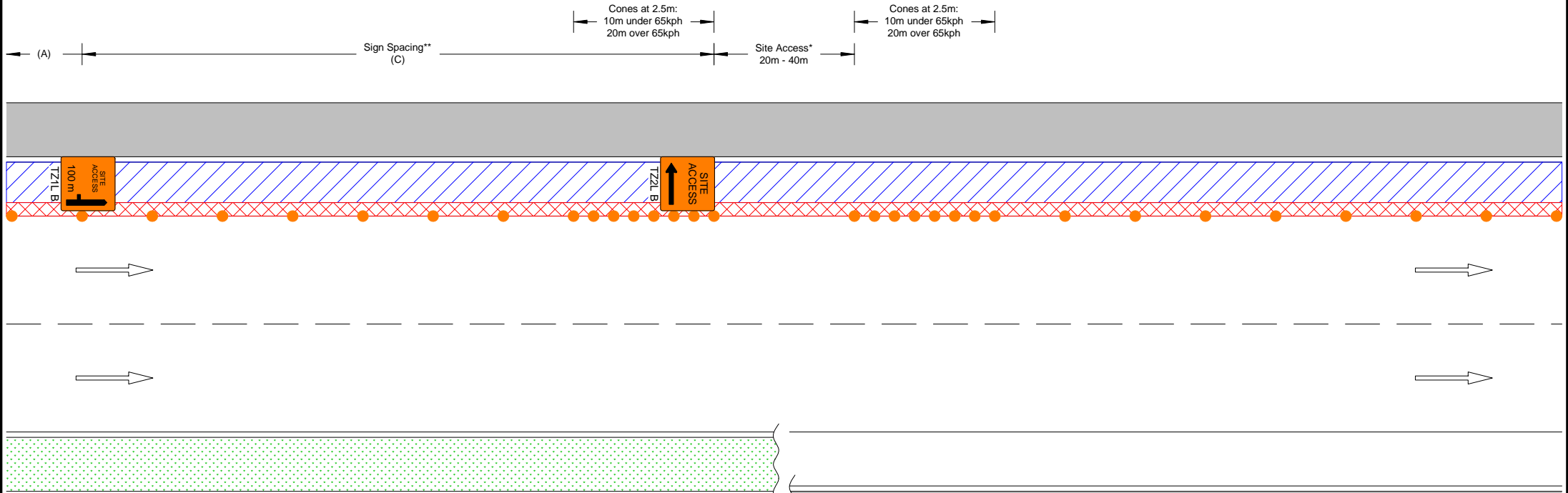
Methodology:	SITE ACCESS	ROAD LEVEL: ALL
Detail:		
Restrictions:	SUPPLEMENTARY 01	SPEED LIMIT: ALL



- 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	Copyright Christchurch Transport Operation Centre ©	Version: 1	TWO WAY TWO LANE	STATIC	
		Date: JULY 2018	Submitted By:		

Methodology:	SITE ACCESS	ROAD LEVEL: ALL
Detail:	MULTILANE	
Restrictions:	SUPPLEMENTARY 01	SPEED LIMIT: ALL

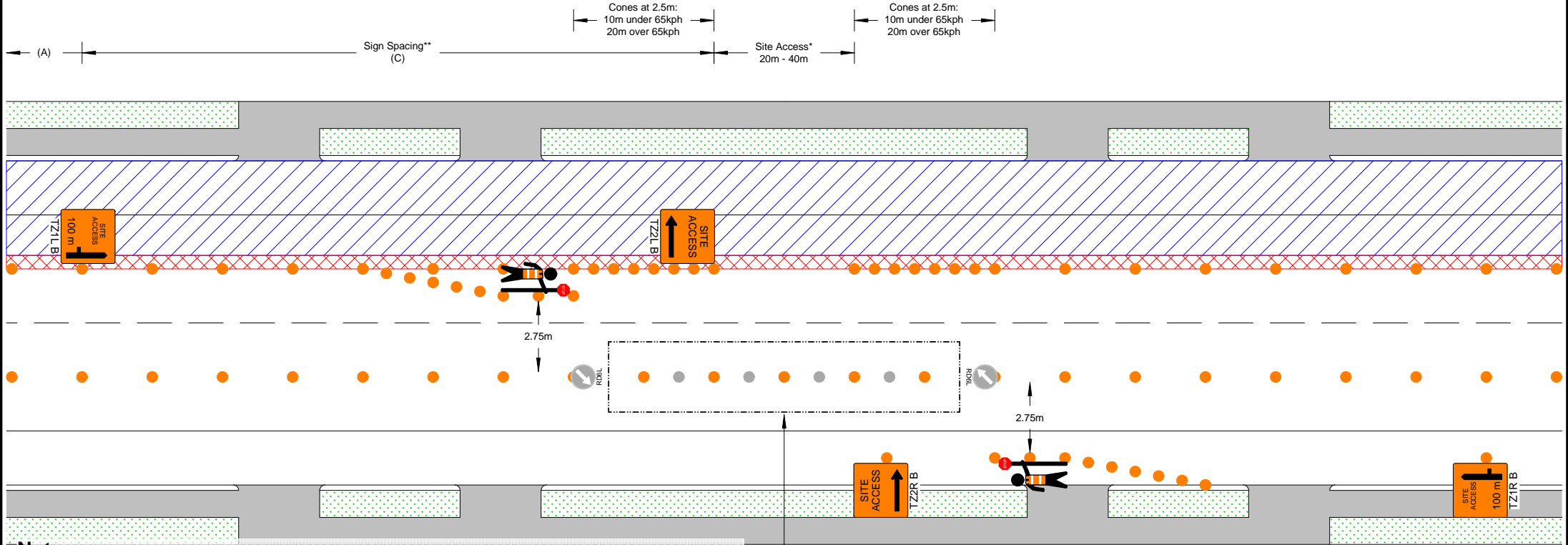


Notes:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	MULTILANE	Operation:	STATIC	
221	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:		

Methodology:	SITE ACCESS	ROAD LEVEL: ALL
Detail:	MANUAL TRAFFIC CONTROL VARIATION 1	SPEED LIMIT: ALL
Restrictions:	SUPPLEMENTARY 01	

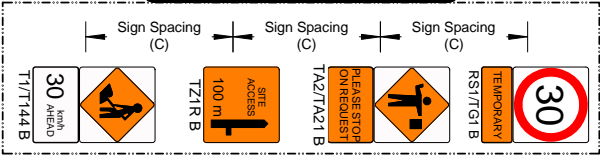



Notes:

- * 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.

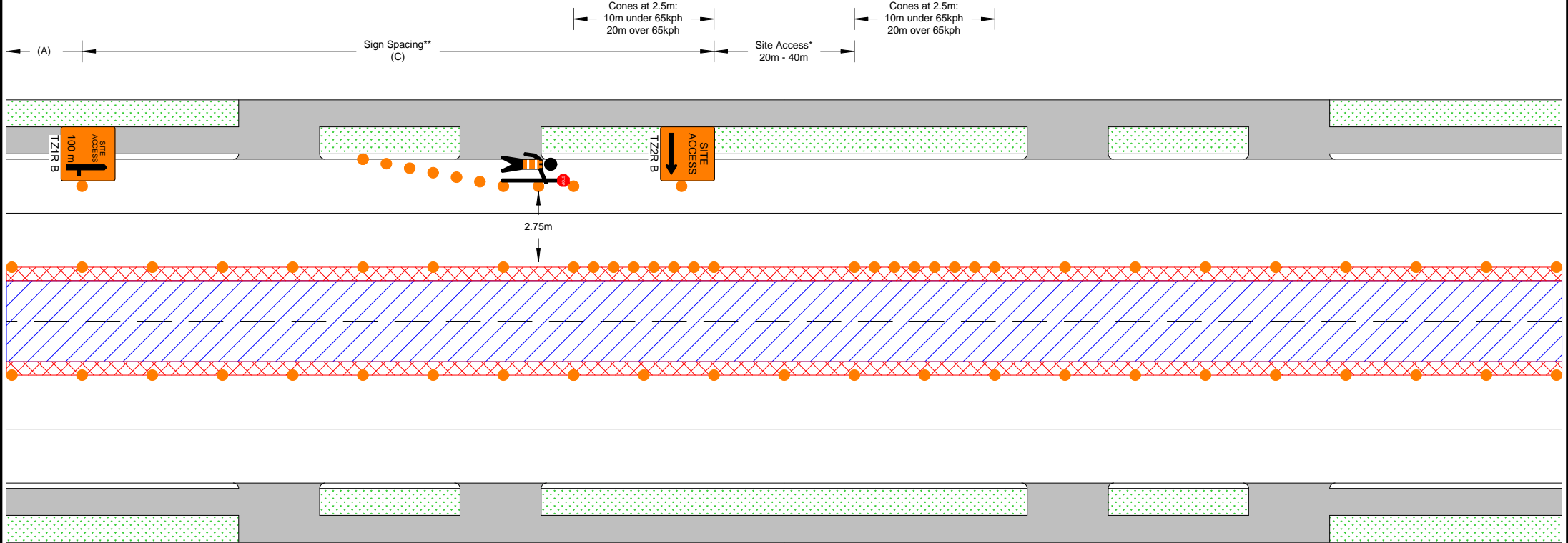
Section of centre line to be removed during two way MTC.
RD6L signs to be installed.

Example of how signs must lead into MTC



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

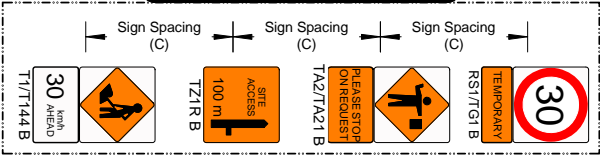
Methodology:	SITE ACCESS	ROAD LEVEL: ALL
Detail:	MANUAL TRAFFIC CONTROL VARIATION 2	SPEED LIMIT: ALL
Restrictions:	SUPPLEMENTARY 01	




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

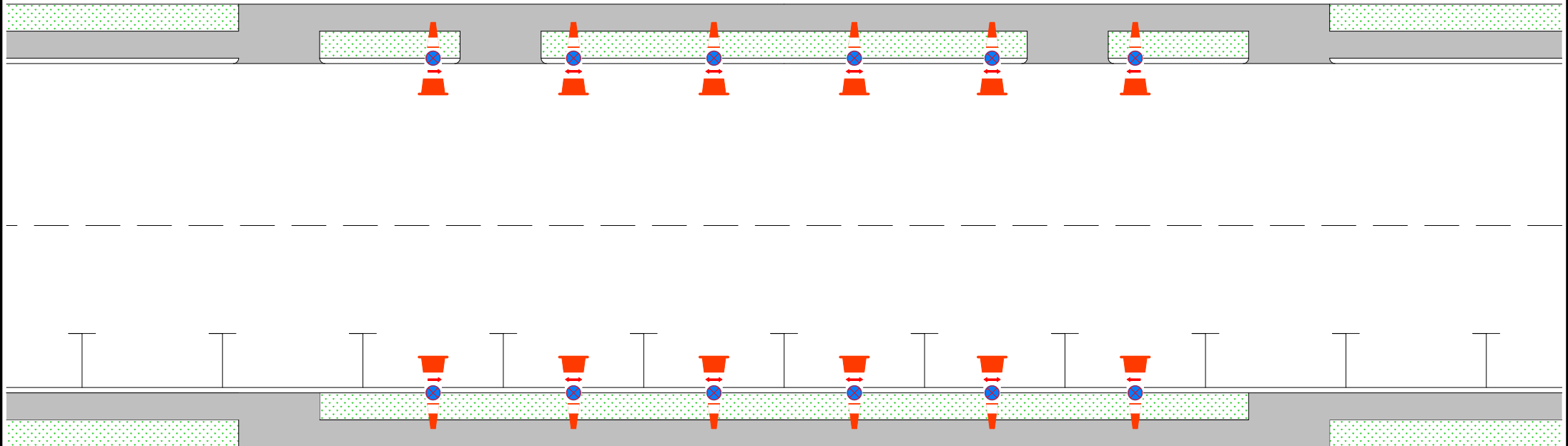


UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	TWO WAY TWO LANE	Operation:	STATIC
224	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		

Methodology:	NO PARKING	ROAD LEVEL: ALL
Detail:	CONE SLEEVES VEHICLES MOVES AT CONTRACTORS COST	SPEED LIMIT: ALL
Restrictions:		

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.

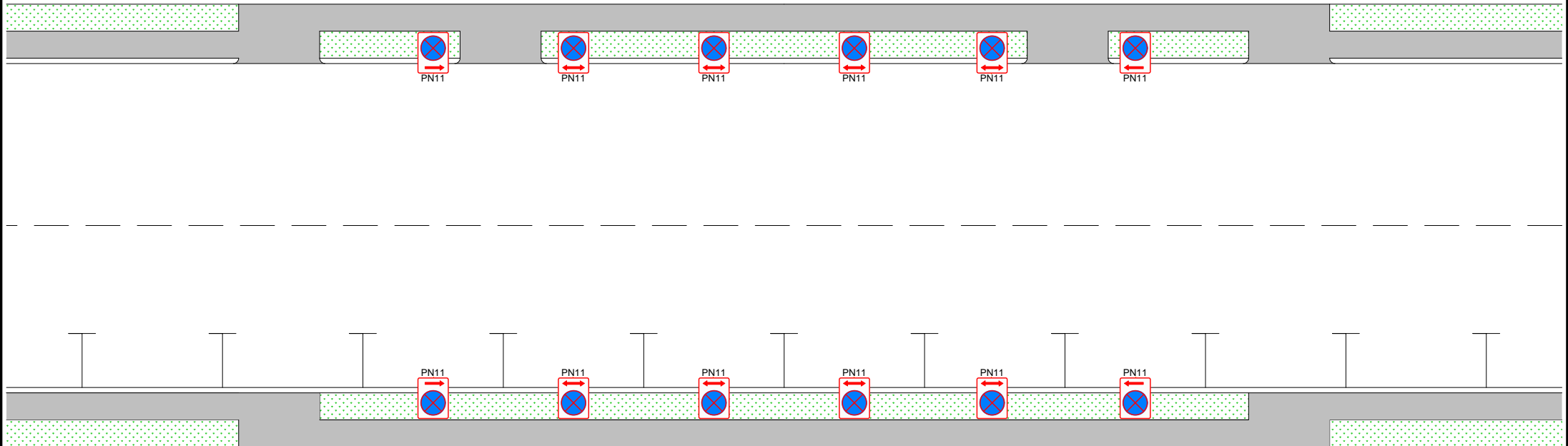
Note: Details of the vehicle being moved is passed onto the police who have access to its location if a member of public contacts them. It is strongly encouraged that the contractor takes photos at the various stages of this process to ensure they have suitable evidence if questioned by the public e.g. 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	ALL	Operation:	STATIC
230	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:	

Methodology:	NO PARKING	ROAD LEVEL: ALL
Detail:	PN11 SIGNS VEHICLES MOVED AT OWNER COST	SPEED LIMIT: ALL
Restrictions:		


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.

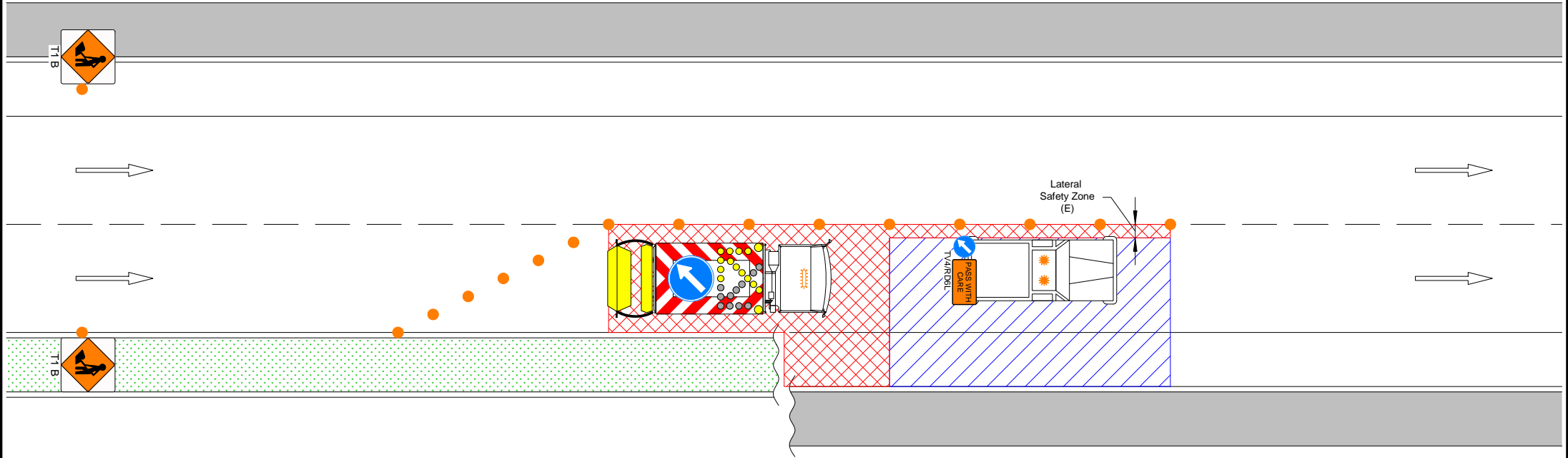


PN11 Signs Process:

- 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:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	ALL	Operation:	STATIC
231	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		


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



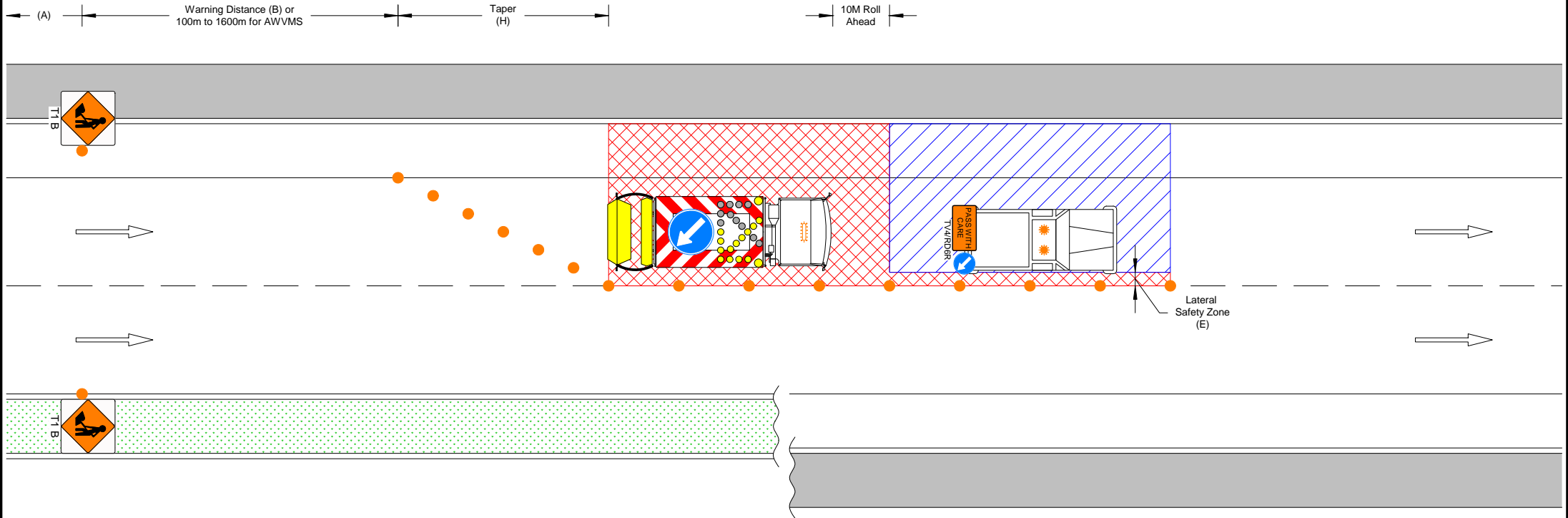
Notes:

- 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 AWWMS. 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 AWWMS 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.



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


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



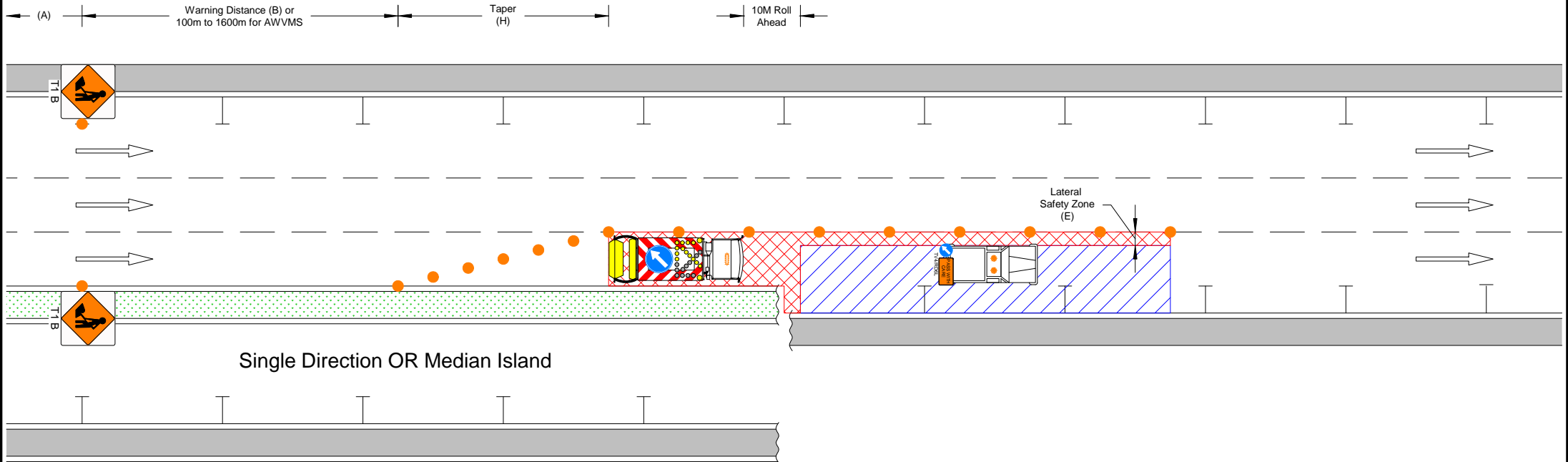
Notes:

- 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 AWWMS. 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 AWWMS 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.



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

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




Notes:

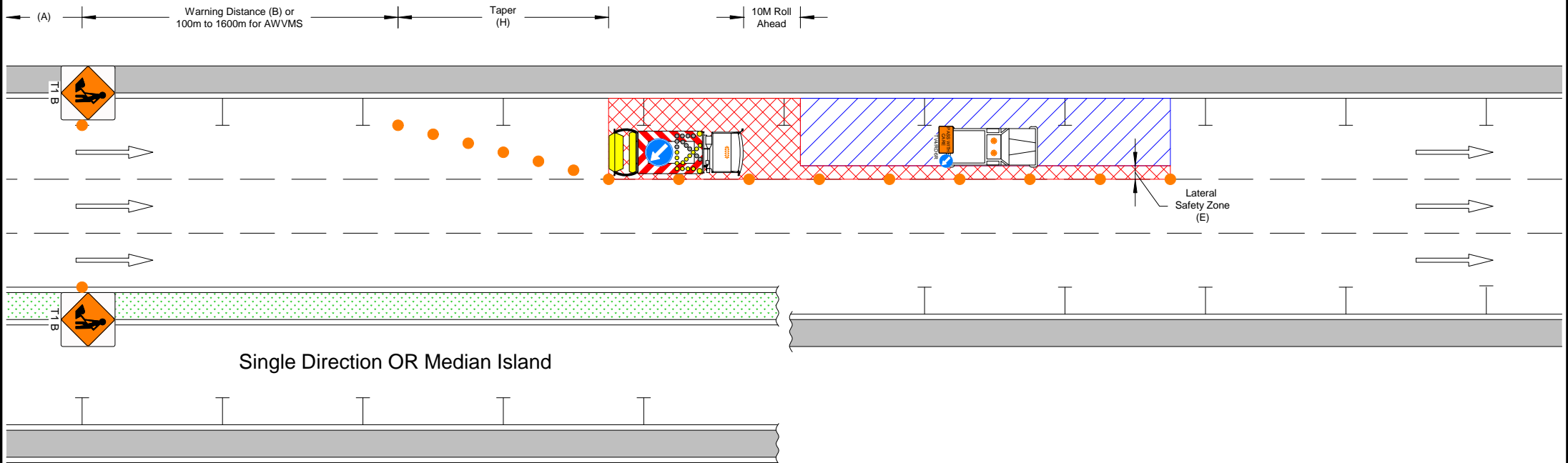
- Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.
- On roads with a posted speed limit above 65kph, the T1 signs must be replaced with a single AWVMS. If used on a central median, it must be placed 2m of the edge line on both carriageways. The shortest warning 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.

ARROW LEFT

UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	ONE WAY THREE LANE	Operation:	SEMI-STATIC
301B(R)	Copyright Christchurch Transport Operation Centre ©	Version:	1	Date:	JULY 2018	Submitted By:	

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




Notes:

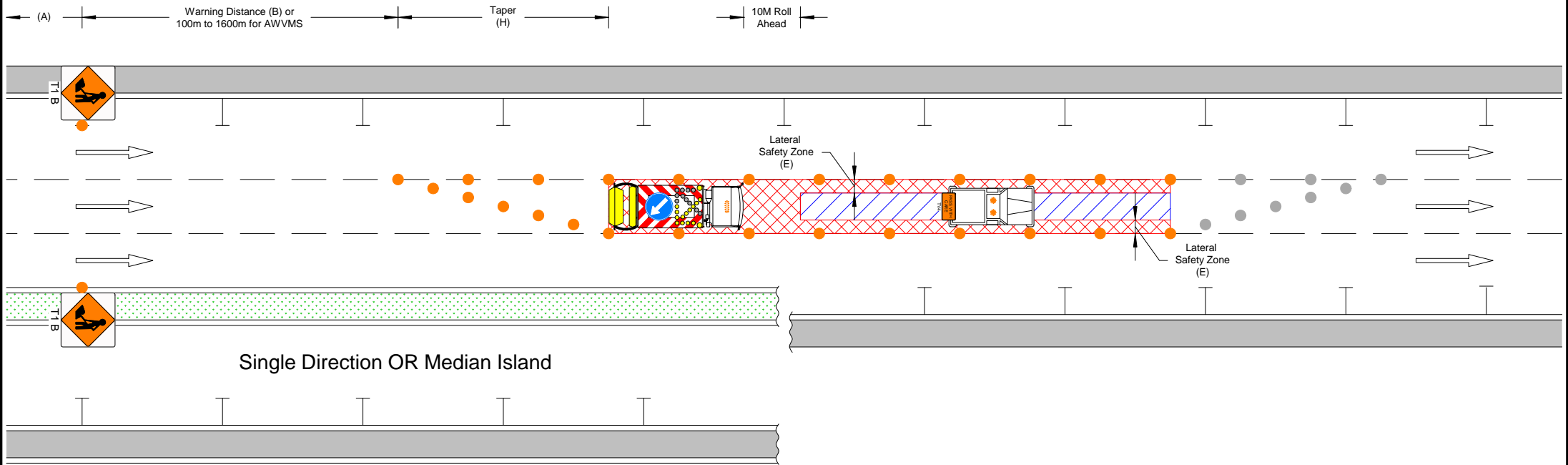
- Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.
- On roads with a posted speed limit above 65kph, the T1 signs must be replaced with a single AWWMS. If used on a central median, it must be placed 2m of the edge line on both carriageways. The shortest warning distance should be used e.g. for 100m – 1600m, try to use 100m. Where an AWWMS 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 AWWMS message for this set-up.

ARROW RIGHT

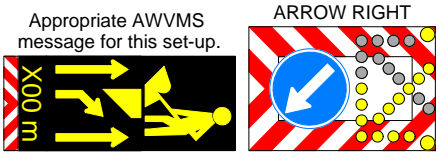
UTMD Reference:		THIS DRAWING IS NOT TO ANY DEFINED SCALE	Road:	ONE WAY THREE LANE	Operation:	SEMI-STATIC
301B(L)	Copyright Christchurch Transport Operation Centre ©	Version: 1	Date: JULY 2018	Submitted By:		


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



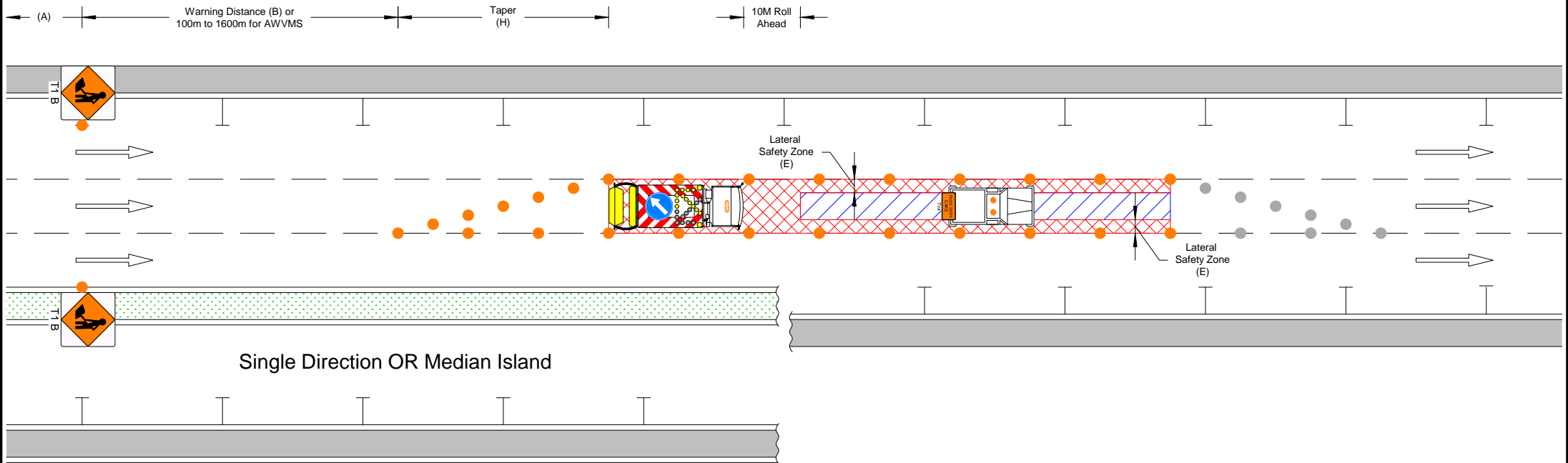
Notes:

- The T1 signs can be replaced with a single AWWMS. The shortest warning distance should be used e.g. for 100m – 1600m, try to use 100m. Where an AWWMS 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.



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

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



Notes:

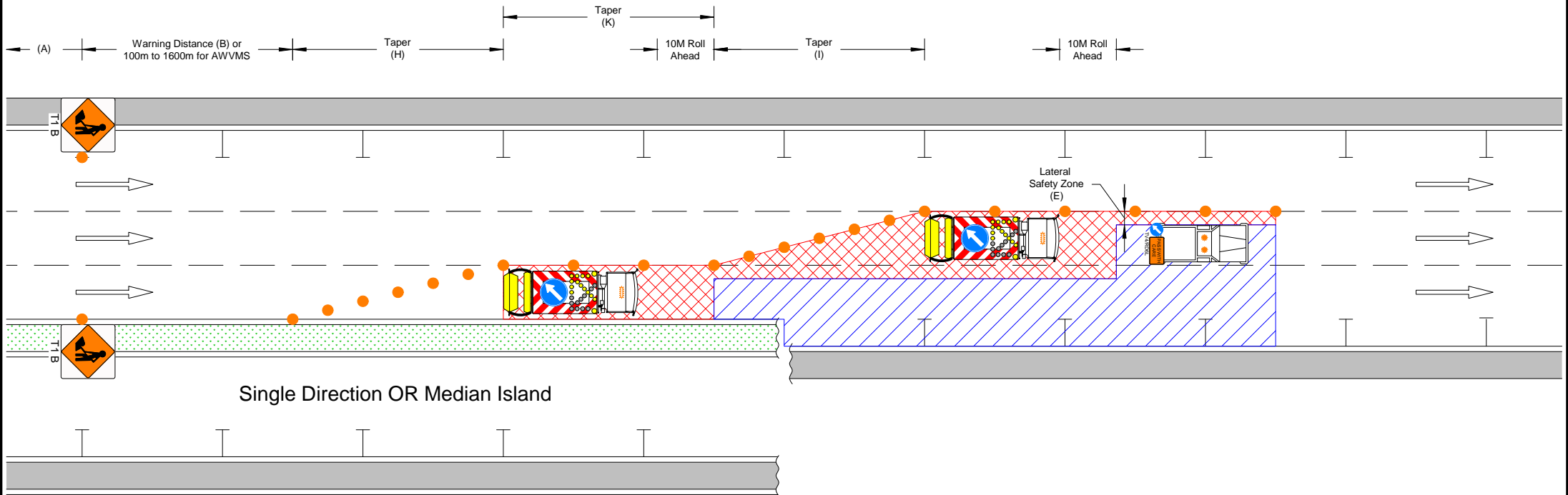
- The T1 signs can be replaced with a single AWWMS. The shortest warning distance should be used e.g. for 100m – 1600m, try to use 100m. Where an AWWMS is used, taper (H) is optional.
- The contractor can work on foot either in front of or behind the work vehicle, they must stay clear of the live lane, 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 AWWMS message for this set-up.

ARROW LEFT

UTMD Reference: <div>302B(L)</div>	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road: ONE WAY THREE LANE	Operation: SEMI-STATIC	
		Version: 1	Date: JULY 2018			

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



Notes:

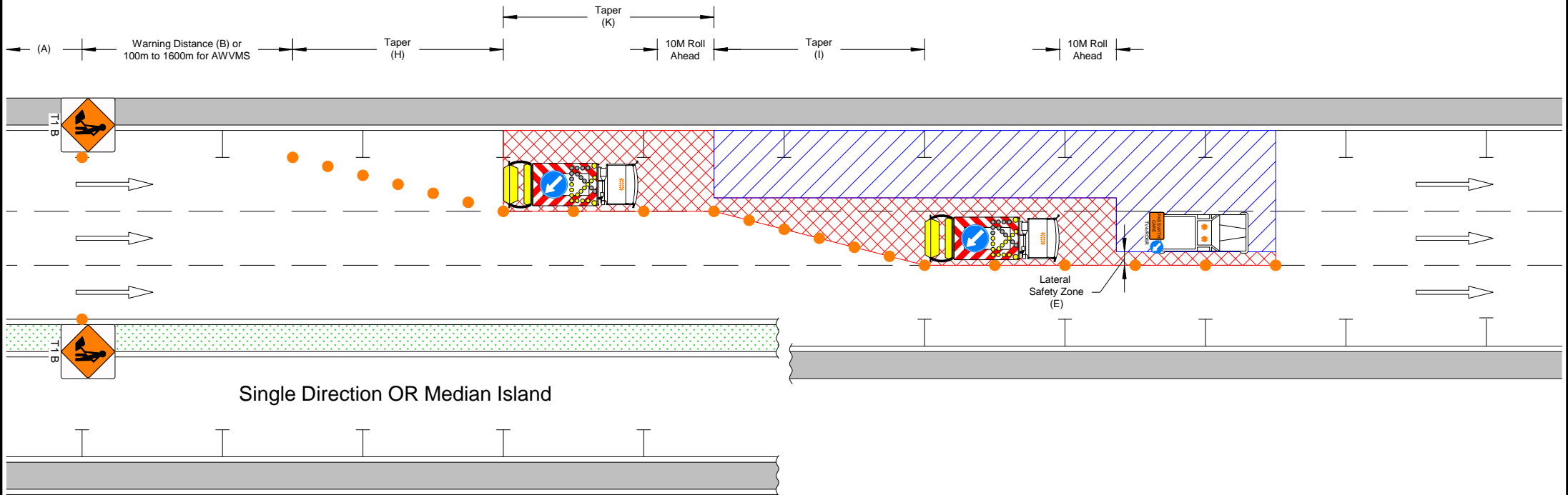
- Where there is a defined shoulder, a separate taper must be installed as per diagram 001B.
- On roads with a posted speed limit above 65kph, the T1 signs must be replaced with a single AWWMS. If used on a central median, it must be placed 2m of the edge line on both carriageways. The shortest warning distance should be used e.g. for 100m – 1600m, try to use 100m. Where an AWWMS 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 AWWMS message for this set-up.

ARROW LEFT

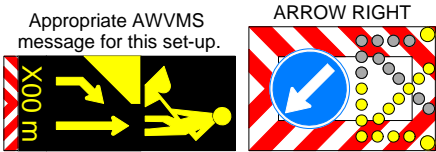
UTMD Reference: 303B(R)	 Copyright Christchurch Transport Operation Centre ©	THIS DRAWING IS NOT TO ANY DEFINED SCALE		Road:	ONE WAY THREE LANE	Operation:	SEMI-STATIC
		Version:	1	Date:	JULY 2018	Submitted By:	


Methodology:	SEMI-STATIC	ROAD LEVEL: L2
Detail:	LEFT AND CENTRE LANE CLOSURE	
Restrictions:	NIGHT WORK ONLY	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 AWWMS. 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 AWWMS 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.



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