CTOC UTMD Guidance Document

Purpose/Background

The Christchurch Transport Operations Centre (CTOC) are committed to providing a safe environment for both road workers and the travelling public. To help achieve this objective CTOC have developed a set of universal traffic management diagrams (UTMDs) for contractors to use for generic TMP applications.

When these plans are used correctly, they are deemed to be an appropriate layout to manage the risks associated with working in various road environments. These UTMDs may not be appropriate in some situations; it is the responsibility of the organisation/individual using these diagrams to ensure that the UMTD is fit for purpose at the worksite.

Example:

If the onsite road environment has a painted turn movement, but this is not clearly shown on the UTMD, then the UTMD is not suitable for this location – you may cause an unnecessary impact to the network efficiency and/or an unsafe situation. You will need to find the UTMD that matches the location, or if there are none, you will need to apply for a site-specific traffic management plan.

This document must be submitted along with all application for a generic TMP and these diagrams supplied by CTOC must not be modified beyond adding the name of the submitter and a company logo in the appropriate location. As shown below:

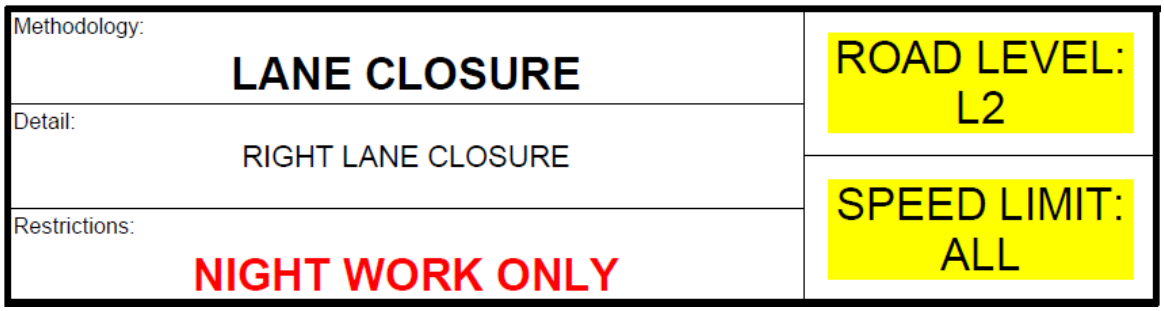
<table>
<tr><td>Road:
ONE WAY TWO LANE</td><td>Operation:
STATIC</td><td rowspan="2">Organisation Logo</td></tr>
<tr><td colspan="2">Submitted By:
Name of person submitting UTMD</td></tr>
</table>

If you have feedback on a possible correction to an existing diagram or an idea for a new diagram, please send this through to TMC@tfc.govt.nz

Restrictions

Some UTMDs will have restrictions on when and how they can be used; when there is a restriction, it will be marked in RED on the UTMDs title block. Example:

Example:



Restriction types:

Night Work Only

UTMDs with this restriction can only be used during night hours. These hours are generally 6pm to 7am. However this is not appropriate for all impacts in all locations. The STMS is responsible for undertaking a pre-deployment traffic assessment to ensure the proposed traffic management methodology is suitable for the current traffic volumes – work may need to be delayed until traffic volumes are suitable.

A TMP designer can use a road space booking/layout to apply for the use of these UTMDs outside of night works, this will either need to go to a TMC or be in alignment with self-approval conditions.

Road Space Booking 01

A road space booking/layout is needed as the intended use of the plan is for unattended situations or has an impact which needs to be recorded on MyWorksites.

Road Space Booking 02

A road space booking/layout is needed if this traffic management methodology is proposed to be used during bus lane hours.

Supplementary 01

These plans are not to be used as a standalone UTMD, they have been designed to be merged with another appropriated UTMD. Any additional restrictions on the other UTMD are still applicable.

Supplementary 02

These plans are not to be used as a standalone UTMD, they have been designed to be merged with a site-specific – the use of this UTMD must be covered within the site-specific approval.

There is no restriction on what plans can be used in an emergency situation – the STMS is expected to apply the principles of CoPTTM and utilise an appropriate layout for the situation.

Design approach and interpretation of the use

To help clear up any ambiguity about these UTMDs, CTOC has defined their interpretation of some key aspects. As the STMS responsible for your worksite, if you are unclear on something, you should call your operations supervisor before deploying a site.

Grey delineation and signs:

Many of the UTMDs will include greyed out delineation and signs, these are included as optional and to be installed at STMS discretion. They allow for the UTMD to be modified for certain situations, e.g. where lane width is reduced, and a temporary speed limit (TSL) and side friction are needed.

Before a TSL is installed, the STMS much first check the CTOC best practice for speed management guideline – this can be found on TMPforCHCH. Appropriate speed treatments, such as side friction, must also be installed to support the speed restriction. While most plans show side friction, there are many other treatments that should be considered and where appropriate, used to influence road user's speed through your worksite.

Any greyed modifications implemented onsite must be documented in the onsite records by the STMS.

Plans that can be merged/used together:

The CTOC UTMDs allow for certain plans to be merged/used together without the need for a site-specific TMP to be created. Some plans are suitable for use as a standalone plan or are considered low risk enough to be merged with another plan. These plans are as follows:

- Pedestrian Provisions (UTMD 090 – 095)
- Hazard Warning (UTMD 130 – 135)
- Side Road Set Out (UTMD 210 – 213)
- No Parking (UTMD 230 – 231)

Example: an STMS could merge UTMD 001A (Shoulder Closure) with 092 (Pedestrian Provision).

Other plans have been designed specifically to be merged with other appropriate plans and cannot be used without being merged. These plans are labelled as 'supplementary' under the 'restrictions' section of the UTMD title block. These plans are as follows:

- One Way Systems (UTMD 197 – 198)
- Site Access (UTMD 220 – 224)

Example: an STMS could merge UTMD 180B(L) (Lane Closure) with 221 (Site Access).

Intersection layouts:

Most intersection UTMDs will be shown as a four approach intersection. However these plans can be modified to be used as a three approach intersection by removing one of the arms. Additionally, at the discretion of the STMS, these plans can be used on intersections which are offset – up to 50m between intersections.

Scale/design approach:

The CTOC UTMDs have not been drawn to scale, some aspects more notably than others. The UTMDs have been designed this way to try and emphasises some aspects of the layout over other, e.g. the difference between the size of merging taper and the size of the lateral safety zone.

Most plans are drawn on a straight section of road; the STMS can use these on the road with horizontal or vertical curves. However, they will need to suitably review and address any additional risks which are presented due to the specific road environment.

Local operating procedures:

The UTMDs have been designed to in most situations align with CoPTTM and then where applicable the local operating procedures (LOPs). In some situations the plans will show a set-up which is appropriate for road environments, e.g. posted speed limits. In these situations like this, the UTMDs are designed to the highest standard, where appropriate the STMS can adjust the site to align with the local operating procedures – these changes must be documented in the onsite records by the STMS.

Example: UTMD 001A shows a TG2 (Works End) sign, this can be removed on roads with a posted speed limit under 65kph as per the CTOC LOPs v5.

UTMD key: