

**SP/M/010**  
**Code of Practice for Temporary Traffic Management (CoPTTM)**  
**Third Edition – Interim Note November 2007**

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<b>Circulation</b>	Regional Operations Managers, holders of the Code of Practice for Temporary Traffic Management and Transit website. Please forward to your consultants and contractors
<b>Objective</b>	To provide an interim update for the November 2004 version of the Third Edition of the Code.
<b>Effective Date</b>	20 November 2007.
<b>Status</b>	This document is a guideline for use by the roading industry, road controlling authorities, network utility operators and event holders.
<b>Implications</b>	<p>The interim update described in the following page clarifies the following situations:</p> <ul style="list-style-type: none"> <li>▪ Work behind flexible barriers, and</li> <li>▪ Placement of advance warning signs where it is difficult to achieve uninterrupted sight distance.</li> </ul> <p>There is no intent to amend Edition 3. In due course any final changes will be incorporated into Edition 4, which is programmed for issue in late 2008.</p> <p>There is no intent that TMPs currently approved and planned shall follow this update however all TMPs received one month after the issue date should conform.</p>
<b>Reminder for all holders</b>	<p>It is important to keep holders of our documents up to date. You may not be the original purchaser of the manual, or you may have changed address since it was released therefore please use the Register for Updates option on our web page at:</p> <p><a href="http://www.transit.govt.nz/technical/copttm.jsp">http://www.transit.govt.nz/technical/copttm.jsp</a>.</p>
<b>Additional Copies</b>	These may be downloaded from Transit's website, free of charge or purchased direct from our distributor via the website.

Yours sincerely



<b>Interim note</b>		
<b>Reference in Edition 3</b>	<b>Change</b>	<b>Implementation /implications</b>
Section C Pages C2-3, C2-4, C2-5	<p><b>Working Next to a Flexible Barrier</b></p> <p>Concerns have been raised about safety when working next to wire-rope barriers. The following is an interim position, the matter will be considered by the Industry Review Group at their next meeting scheduled for March 2008.</p> <p>For short term static works the same approach will be adopted as for work behind cones. This is to require a one-metre lateral safety space between the wire-rope barrier and the worksite.</p> <p>For mobile operations such as mowing and sweeping work may be carried out right up to the wire-rope barrier.</p> <p>For long term works allowance must be made for barrier deflection as detailed in CoPTTM in tables C2.2, C2.3, and C2.4.</p>	Clarification
Section C Paragraph C2.1	<p><b>Sign Visibility of the Advance Warning Sign</b></p> <p>Concerns have been raised about using an extra sign when it is difficult to achieve uninterrupted sight to the advance warning sign. The following is an interim position, the matter will be considered by the Industry Review Group at their next meeting scheduled for March 2008.</p> <p>In circumstances where the road curvature makes it difficult to achieve uninterrupted sight between the advance warning sign and the road user, an additional sign may be placed, at least one sign spacing, in advance of the normal sign.</p>	Clarification
<b>Feedback and Comments</b>	<p>We have attempted to make the Code as complete as possible. However, if you have submissions for changes or additions please forward them to: Stuart Fraser, for National Safety Engineer, Traffic and Safety, Transit New Zealand Tel: (04) 496 6698; Email: <a href="mailto:stuart.fraser@transit.govt.nz">stuart.fraser@transit.govt.nz</a></p>	