

Part 8 of the Traffic Control Devices Manual (TCD Manual)

Code of Practice for Temporary Traffic Management (CoPTTM)

(CoPTTM) - (SP/M/010)

Fourth Edition – Technical Note: Change to Land Transport Rule - Setting of Speed Limits 2017 - Rule 54001/2017

Prepared By:	Stuart Fraser for National Traffic and Safety Manager
Date of Issue:	28 February 2018

Circulation	Regional Operations Managers, holders of the Code of Practice for Temporary Traffic Management and NZTA website. Please forward to your consultants and contractors.
Objective	To update the February 2017 version of the Fourth Edition of the CoPTTM.
Effective date	Changes to CoPTTM take effect from 1 March 2018
Status	This document is a guideline for use by the roading industry, road controlling authorities, network utility operators and event holders.
Reminder for all holders	It is important to keep holders of our documents up to date. Holders can update by copying the relevant sections from the NZTA website: www.nzta.govt.nz/copttm
Additional copies	These may be downloaded from NZTA's website, free of charge or purchased direct from our distributor either via the website, or directly to NZ Print, PO Box 2491, Wellington, 6140.

Key to changes	Additional text	Highlighted in yellow
	Deleted text	Red strike through
	Comments about the change	<i>Italic text</i>

Summary of TTM related changes introduced in the Land Transport Rule – Setting of Speed Limits 2017 – Rule 54001/2017

Set out below are the CoPTTM impacts due to the introduction of the Land Transport Rule – Setting of Speed Limits 2017 – Rule 54001/2017


- Introduction of 110km/h permanent speed limits on selected roads
- Temporary speed limit (TSL) must be 80km/h or less and at least 10km/h less than a permanent speed
- A TSL may be continuously installed for up to twelve months
- Revised reasons for approval of TSL:

TSL is used when there is a risk of danger to a worker or the public, or a risk of damage to a road due to:

- *physical work occurring on or adjacent to a road*
- *an unsafe road surface or structure*
- *a special event*
- *an emergency.*

Set out on the following pages are the CoPTTM changes due to the introduction of the Land Transport Rule – Setting of Speed Limits 2017 – Rule 54001/2017.

Reference in 4 th Edition	Current CoPTTM	Change	Comment
Temporary speed limit (TSL)	A speed limit that is in force for a period of less than six months and is set under the Land Transport Rule: Setting of Speed Limits 2003 by the RCA.	A speed limit that is in force for a period of less than six twelve months and is set under the Land Transport Rule: Setting of Speed Limits 2003 2017 by the RCA.	<i>TSL may now be continuously installed for up to twelve months</i> <i>Also added reference to latest version of the Setting of Speed Limits Rule</i>
A5.5.1 TMC's responsibilities	<ul style="list-style-type: none"> approving TSLs within a TMP and ensuring the renewal of any TSLs extending beyond six months (Refer to section I-18: Guidance on TMP Monitoring Processes for Temporary Speed Limits) 	<ul style="list-style-type: none"> approving TSLs within a TMP and ensuring the renewal of any TSLs extending beyond sixtwelve months (Refer to section I-18: Guidance on TMP Monitoring Processes for Temporary Speed Limits) 	<i>TSL may now be continuously installed for up to twelve months</i>
A5.6.1 Engineer's responsibilities	<ul style="list-style-type: none"> approving TSLs within a TMP and ensuring the renewal of any TSLs extending beyond six months (Refer to section I-18: Guidance on TMP Monitoring Processes for Temporary Speed Limits) 	<ul style="list-style-type: none"> approving TSLs within a TMP and ensuring the renewal of any TSLs extending beyond sixtwelve months (Refer to section I-18: Guidance on TMP Monitoring Processes for Temporary Speed Limits) 	<i>TSL may now be continuously installed for up to twelve months</i>
A5.7.1 Contractor's responsibilities	<ul style="list-style-type: none"> ensuring that any TSLs are approved in the TMP and renewed if required within the six month timeframe (Refer to section I-18: Guidance on TMP Monitoring Processes for Temporary Speed Limits) 	<ul style="list-style-type: none"> ensuring that any TSLs are approved in the TMP and renewed if required within the sixtwelve month timeframe (Refer to section I-18: Guidance on TMP Monitoring Processes for Temporary Speed Limits) 	<i>TSL may now be continuously installed for up to twelve months</i>

Reference in 4 th Edition	Current CoPTTM	Change		Comment
B1.4.2 Direction and protection Speed limit TEMPORARY Requirements for use	<p>The TG1 temporary plate must be used in conjunction with RS1 regulatory speed signs to restrict traffic speeds at worksites to give protection to workers, the road surface and road structures in an emergency.</p> <p>The temporary speed limit must be at least 20km/h less than the normal speed limit for that section of road.</p> <p>On all roads, except Level LV roads, the TG1 signs must be gated (ie a sign on both sides of the road). Repeater TSLs are only required on the left hand side only at 400m intervals.</p> <p>Level 1- 750mm minimum diameter for static operations.</p> <p>TEMPORARY supplementary plate - minimum 900mm x 300mm (TCD rule allows a minimum of 800mm x 250mm. This size is not recommended as it will not fit stands).</p> <p>Level 2 and 3 - 1200mm minimum diameter for static operations.</p>	<p>The TG1 temporary plate must be used in conjunction with RS1 regulatory speed signs to apply a temporary speed limit (TSL) and restrict traffic speeds. at worksites to give protection to workers, the road surface and road structures in an emergency.</p> <p>A TSL is used when there is a risk of danger to a worker or the public, or a risk of damage to a road due to:</p> <ul style="list-style-type: none"> • physical work occurring on or adjacent to a road • an unsafe road surface or structure • a special event • an emergency. <p>The temporary speed limit TSL must be 80 km/h or less and at least 20km/h 10km/h less than the normal speed limit for that section of road.</p> <p>On all roads, except Level LV roads, the TG1 signs must be gated (ie a sign on both sides of the road). Repeater TSLs are only required on the left hand side only at 400m intervals.</p> <p>Level 1- 750mm minimum diameter for static operations.</p> <p>TEMPORARY supplementary plate - minimum 900mm x 300mm (TCD rule allows a minimum of 800mm x 250mm. This size is not recommended as it will not fit stands).</p> <p>Level 2 and 3 - 1200mm minimum diameter for static operations.</p>		<p><i>Amendment includes the reasons for approval of TSL stated in the Land Transport Rule – Setting of Speed Limits 2017 – Rule 54001/2017</i></p> <p><i>Amendment also covers:</i></p> <ul style="list-style-type: none"> • TSL to be 80 km/h or less and at least 10km/h less than a permanent speed
B1.4.3 End of works		Speed limit 110km/h	RS4 	<i>Introduction of 110km/h permanent speed limits on selected roads</i>
C2.6 Level 2	Layout distances			

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worksite layout distances	<table><tr><th>Permanent/TSL (km/h)</th><th>≤50</th><th>60</th><th>70</th><th>80</th><th>90/100</th></tr><tr><td colspan="6">Traffic signs</td></tr><tr><td>A Sign visibility distance (m)</td><td>60/50*</td><td>70/60*</td><td>80</td><td>100</td><td>120</td></tr><tr><td>B Warning distance (m)</td><td>100/75*</td><td>120/90*</td><td>140</td><td>160</td><td>200</td></tr><tr><td>C Sign spacing (m)</td><td>50/35*</td><td>60/45*</td><td>70</td><td>80</td><td>100</td></tr><tr><td colspan="6">Safety zones</td></tr><tr><td>D Longitudinal (m)*</td><td>15</td><td>20</td><td>30</td><td>45</td><td>60</td></tr><tr><td>E Lateral (m)</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>1. Behind cones</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td></tr><tr><td>2. Behind barrier installations</td><td colspan="5">As specified by the Installation Designer</td></tr><tr><td colspan="6">Tapers</td></tr><tr><td>H Initial taper length per lane (m)**</td><td>90/50*</td><td>100/60*</td><td>120</td><td>150</td><td>180</td></tr><tr><td>I Subsequent taper length per lane (m)</td><td>50</td><td>60</td><td>70</td><td>80</td><td>100</td></tr><tr><td>K Minimum distance between tapers (m)</td><td>50</td><td>60</td><td>70</td><td>80</td><td>100</td></tr><tr><td colspan="6">Delineation device</td></tr><tr><td>All tapers (m)</td><td>2.5</td><td>2.5</td><td>2.5</td><td>2.5</td><td>2.5</td></tr><tr><td>Cones parallel to the lane (eg between tapers and alongside the working space) (m)</td><td>5</td><td>5</td><td>10</td><td>10</td><td>10</td></tr><tr><td>At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points</td><td colspan="2">2.5m for 10m either side of a change in alignment</td><td colspan="3">2.5m for 20m either side of a change in alignment</td></tr><tr><td colspan="6">* A longitudinal safety zone is not required when a barrier completely protects the approach end of the worksite.</td></tr><tr><td colspan="6">** Taper length is based on a single lane shift of 3.5m.</td></tr><tr><td colspan="6">+ The longer distance is the desirable distance, the shorter distance is the minimum distance required. The longer distances must be used wherever possible. The shorter distances may only be used where there are road environment constraints.</td></tr><tr><td colspan="6">Lane widths</td></tr><tr><td>Speed (km/h)</td><td>30</td><td>40</td><td>50</td><td>60</td><td>70</td><td>80</td><td>90</td><td>100</td></tr><tr><td>F Lane width (m)</td><td>2.75</td><td>2.75</td><td>3.0</td><td>3.0</td><td>3.25</td><td>3.25</td><td>3.5</td><td>3.5</td></tr></table> <p>Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.</p> <p>Approach sign distances and spacings, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. The layout distances of the remainder of the worksite, including any subsequent tapers, may be based on the TSL, provided the TSL is applied prior to the first taper.</p>	Permanent/TSL (km/h)	≤50	60	70	80	90/100	Traffic signs						A Sign visibility distance (m)	60/50*	70/60*	80	100	120	B Warning distance (m)	100/75*	120/90*	140	160	200	C Sign spacing (m)	50/35*	60/45*	70	80	100	Safety zones						D Longitudinal (m)*	15	20	30	45	60	E Lateral (m)						1. Behind cones	1	1	1	1	1	2. 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C2.7 Level 3	Layout distances		Added column for																																																																																																																																																																																																																																																																																																																																		

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Behind barrier installations</td><td colspan="2">As specified by the Installation Designer</td></tr><tr><td colspan="3">Tapers</td></tr><tr><td>H Initial taper length per lane (m)**</td><td>150</td><td>180</td></tr><tr><td>I Subsequent taper length per lane (m)</td><td>80</td><td>100</td></tr><tr><td>K Minimum distance between tapers (m) ***</td><td>80</td><td>100</td></tr><tr><td colspan="3">Delineation devices</td></tr><tr><td>All tapers (m)</td><td>2.5</td><td>2.5</td></tr><tr><td>Cones parallel to the lane (eg between tapers and alongside the working space) (m)</td><td>10</td><td>10</td></tr><tr><td>At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points</td><td colspan="2">2.5m for 20m either side of a change in alignment</td></tr><tr><td colspan="3"><ul style="list-style-type: none">For temporary and permanent speeds less than 80km/h use the Error! 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The layout distances of the remainder of the worksite, including any subsequent tapers, may be based on the TSL, provided the TSL is applied prior to the first taper.</p>	Permanent/TSL (km/h)	≤80	100	Traffic signs			A Sign visibility distance (m)	100	120	C Sign spacing (m) - Desirable	160	200	❖ Sign spacing (m) - Minimum	80	100	Safety zones			D Longitudinal (m)*	45	60	E Lateral (m)			1. Behind cones etc	1	1	2. Behind barrier installations	As specified by the Installation Designer		Tapers			H Initial taper length per lane (m)**	150	180	I Subsequent taper length per lane (m)	80	100	K Minimum distance between tapers (m) ***	80	100	Delineation devices			All tapers (m)	2.5	2.5	Cones parallel to the lane (eg between tapers and alongside the working space) (m)	10	10	At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points	2.5m for 20m either side of a change in alignment		<ul style="list-style-type: none">For temporary and permanent speeds less than 80km/h use the Error! Reference source not found. table.The desirable sign spacing distance must be used wherever possible. The minimum sign spacing distance may only be used where there are road environment constraints. 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Approach sign distances and spacings, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. The layout distances of the remainder of the worksite, including any subsequent tapers, may be based on the TSL, provided the TSL is applied prior to the first taper.</p>	Permanent/TSL (km/h)	≤50	60	70	80	90	100/110	Traffic signs							A Sign visibility distance (m)	60/50*	70/60*	80	100	120	120	C Sign spacing (m) - Desirable	100/75*	120/90*	140	160	200	200	❖ Sign spacing (m) - Minimum	50/35*	60/45*	70	80	100	100	Safety zones							D Longitudinal (m)*	15	20	30	45	60	60	E Lateral (m)							1. Behind cones etc	1	1	1	1	1	1	2. Behind barrier installations	As specified by the Installation Designer						Tapers							H Initial taper length per lane (m)**	90/50*	100/60*	120	150	180	180	I Subsequent taper length per lane (m)	50	60	70	80	100	100	K Minimum distance between tapers (m) ***	50	60	70	80	100	100	Delineation devices (all speeds)							All tapers (m)	2.5	2.5	2.5	2.5	2.5	2.5	Cones parallel to the lane (eg between tapers and alongside the working space) (m)	10	10	10	10	10	10	At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points	2.5m for 20m either side of a change in alignment						<ul style="list-style-type: none">The desirable sign spacing distance must be used wherever possible. The minimum sign spacing distance may only be used where there are road environment constraints. 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C2.8 Lane widths	<p>The temporary lane width is a function of the speed limit applied at a worksite.</p> <p>The temporary lane widths for all levels of road for TTM are:</p> <div>Permanent/ TSL(km/h) 30 40 50 60 70 80 90 100</div>	<p>The temporary lane width is a function of the speed limit applied at a worksite.</p> <p>The temporary lane widths for all levels of road for TTM are:</p> <div>Permanent/ TSL(km/h) 30 40 50 60 70 80 90 100 110</div>	<p>Amendment required as the 110km/h lane widths shown in C2.8 only apply to selected level 2 and 3 roads</p> <p>Added 110km/h lane widths to the table</p>																																																																																																																																																																																																																																												

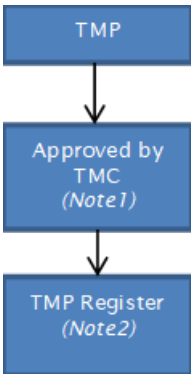
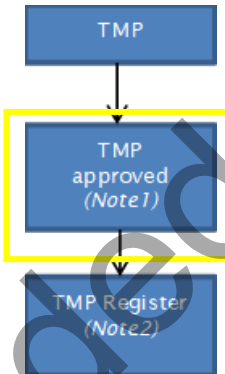
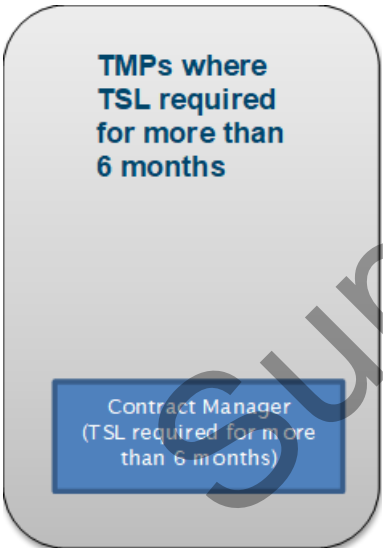
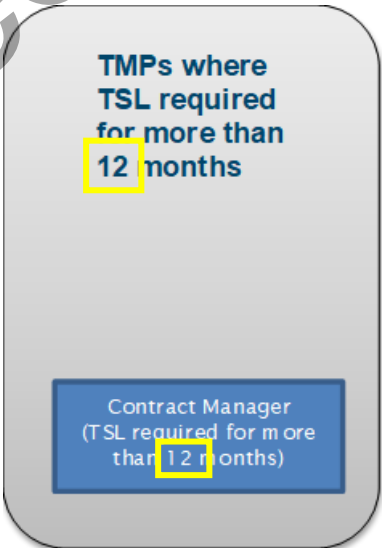
Reference in 4 th Edition	Current CoPTTM										Change										Comment	
	F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5	F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5	3.5	
C4.1.1 Purpose	The installation of a TSL helps to control traffic at temporary hazards and for special events. The TSL gives positive direction and guidance and, if set at an appropriate level, should receive a good level of compliance.										The installation of a TSL helps to control traffic at temporary hazards and for special events. The TSL gives positive direction and guidance and, if set at an appropriate level, should receive a good level of compliance.										Minor edit: Removed reference to compliance as it is not part of the purpose of TSL	
C4.1.2 Land Transport Rule: Setting of Speed Limits 20032017	The TSL requirements in CoPTTM are in accordance with the Land Transport Rule: Setting of Speed Limits 2003 and subsequent amendments.										The TSL requirements in CoPTTM are in accordance with the Land Transport Rule: Setting of Speed Limits 2003 2017 and subsequent amendments.										Added link to latest version of the Setting of Speed Limits Rule	
C4.1.4 General	<ul style="list-style-type: none">have a drop in speed from the existing permanently gazetted speed limit as follows:<ul style="list-style-type: none">greater than 50km/h, at least 20km/h less than the permanent speed limit50km/h or less, at least 10km/h less than the permanent speed limit										<ul style="list-style-type: none">have a drop in speed from the existing permanently gazetted speed limit as follows:<ul style="list-style-type: none">greater than 50km/h, at least 20km/h less than the permanent speed limit50km/h or less, at least 10km/h less than the permanent speed limitbe 80km/h or less and at least 10km/h below the permanent speed limit										A TSL may now be set 10km/h less than any permanent speed	
C4.2.2 TSL decision matrix worksheet	Transfer the lowest possible TSL to the bottom circle. The lowest TSL should be applied if it is: <ul style="list-style-type: none">at least 20km/h less than the permanent speed limit on roads greater than 50km/hat least 10km/h less than the permanent speed limit on roads 50km/h or less.										Transfer the lowest possible TSL to the bottom circle. The lowest TSL should be applied if it is 80km/h or less and at least 10km/h below the permanent speed limit <ul style="list-style-type: none">at least 20km/h less than the permanent speed limit on roads greater than 50km/hat least 10km/h less than the permanent speed										TSL to be 80 km/h or less and at least 10km/h less than a permanent speed	

Reference in 4 th Edition	Current CoPTTM	Change	Comment
		limit on roads 50km/h or less.	
C4.4.2 Duration	<p>TSLs must be removed as soon as the circumstances under which the speed restriction was imposed no longer exist.</p> <p>TSLs can only be installed for up to six months.</p> <p>Should a TSL be required for more than six months, the RCA must review the TSL, and if it is still required, a new TMP must be approved. Suggested processes to install a bring-up can be found in section I-18: Guidance on TMP Monitoring Processes for Temporary Speed Limits.</p> <p><i>Explanation</i></p> <p><i>Under the Land Transport Rule Setting of Speed Limits 2003 (Rule 54001) the definition of a temporary speed limit means speed limit that is in force for a period of less than six months and is set under this rule.</i></p> <p><i>Under section 5.1 of this rule it states a temporary speed limit applies from the time a temporary speed limit is installed.</i></p> <p><i>An authority to use a temporary speed limit by way of a TMP can be for a longer period. It is only the installation period that is limited to less than 6 months.</i></p>	<p>TSLs must be removed as soon as the circumstances under which the speed restriction was imposed no longer exist.</p> <p>TSLs can only be installed for up to six months.</p> <p>TSLs cannot be installed for a continuous use of longer than twelve months.</p> <p>Should a TSL be required for more than six twelve months, the RCA must review the original decision for use of the TSL, and if it is still required, a new TMP must be approved. Suggested processes to install a bring-up can be found in section I-18: Guidance on TMP Monitoring Processes for Temporary Speed Limits.</p> <p><i>Explanation</i></p> <p><i>Under the Land Transport Rule Setting of Speed Limits 2003 (Rule 54001) the definition of a temporary speed limit means speed limit that is in force for a period of less than six months and is set under this rule.</i></p> <p><i>Under section 5.1 of this rule it states a temporary speed limit applies from the time a temporary speed limit is installed.</i></p> <p><i>An authority to use a temporary speed limit by way of a TMP can be for a longer period. It is only the installation period that is limited to less than 6 months.</i></p>	<p><i>A TSL can now be installed for a continuous use of up to 12 months</i></p>
C4.4.3 Long-term performance deficiencies	<p>A TSL would not normally be used where a road has a long-term deficiency not caused by road works (eg poor alignment or slippery surface).</p> <p>It is more appropriate in these circumstances to use</p>	<p>A TSL would not normally may be used where a road has a long-term deficiency not caused by road works (eg poor alignment or slippery surface).</p> <p>It is more appropriate in in these circumstances it</p>	<p><i>Aligns CoPTTM requirements to the Land Transport Rule – Setting of Speed Limits</i></p>

Reference in 4 th Edition	Current CoPTTM	Change	Comment																												
	a permanent warning sign with a yellow background (eg WR3).	may be appropriate to also to use a permanent warning sign with a yellow background (eg WR3).	2017																												
C10.1.1 General	<p>Positive traffic management measures must be used when installing TSLs of:</p> <ul style="list-style-type: none">less than 70km/h in areas with permanent posted speed limits of 100km/h, orless than 50km/h in areas with a permanent posted speed limit of 70 or 80km/h.	<p>Positive traffic management measures must be used when installing TSLs of:</p> <ul style="list-style-type: none">less than 80km/h in areas with permanent speed limits of 110km/h, orless than 70km/h in areas with permanent posted speed limits of 100km/h, orless than 50km/h in areas with a permanent posted speed limit of 70 or 80km/h.	<p>Amendment required due to introduction of 110km/h permanent speed limits</p> <p>Minor edit: Removed the word posted</p>																												
C15.2.3 Location	<table><tr><th>*Permanent/ temporary speed limit</th><th>50 km/h</th><th>60 km/h</th><th>70 km/h</th><th>80 km/h</th><th>100 km/h</th></tr><tr><td>Minimum distance between a site access and any intersection, on- or off-ramp, taper or obstruction.</td><td>50m</td><td>60m</td><td>70m</td><td>80m</td><td>100m</td></tr></table>	*Permanent/ temporary speed limit	50 km/h	60 km/h	70 km/h	80 km/h	100 km/h	Minimum distance between a site access and any intersection, on- or off-ramp, taper or obstruction.	50m	60m	70m	80m	100m	<table><tr><th>*Permanent/ temporary speed limit</th><th>50 km/h</th><th>60 km/h</th><th>70 km/h</th><th>80 km/h</th><th>90 km/h</th><th>100 km/h</th><th>110 km/h</th></tr><tr><td>Minimum distance between a site access and any intersection, on- or off-ramp, taper or obstruction.</td><td>50m</td><td>60m</td><td>70m</td><td>80m</td><td>90m</td><td>100m</td><td>110m</td></tr></table>	*Permanent/ temporary speed limit	50 km/h	60 km/h	70 km/h	80 km/h	90 km/h	100 km/h	110 km/h	Minimum distance between a site access and any intersection, on- or off-ramp, taper or obstruction.	50m	60m	70m	80m	90m	100m	110m	<p>Amendment required due to introduction of 110km/h permanent speed limit</p> <p>Also added minimum distances for 90km/h</p>
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Reference in 4 th Edition	Current CoPTTM	Change	Comment																																																						
C18.4 End treatments C18.4.1 General	Minimum barrier end offsets	Minimum barrier end offsets	Amendment required due to introduction of 110km/h permanent speed limit Also added minimum distances for 90km/h Minor edit: Removed the word posted																																																						
	<table><tr><td>Permanent posted speed (km/h)</td><td>50</td><td>60</td><td>70</td><td>80</td><td>100</td></tr><tr><td>Distance between unprotected barrier end and edgeline (m)</td><td>3</td><td>4</td><td>6</td><td>8</td><td>9</td></tr></table>	Permanent posted speed (km/h)		50	60	70	80	100	Distance between unprotected barrier end and edgeline (m)	3	4	6	8	9	<table><tr><td>Permanent posted speed (km/h)</td><td>50</td><td>60</td><td>70</td><td>80</td><td>90</td><td>100</td><td>110</td></tr><tr><td>Distance between unprotected barrier end and edgeline (m)</td><td>3</td><td>4</td><td>6</td><td>8</td><td>9</td><td>9</td><td>10</td></tr></table>	Permanent posted speed (km/h)	50	60	70	80	90	100	110	Distance between unprotected barrier end and edgeline (m)	3	4	6	8	9	9	10																										
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C18.4.2 Flares	Recommended flare rates	Recommended flare rates	Amendment required due to introduction of 110km/h permanent speed limit Also added minimum flare rates for 90km/h Simplified flare rates for 50, 60 and 70km/h Minor edit: Removed the word posted																																																						
	<table><tr><td>Permanent posted speed (km/h)</td><td>50</td><td>60</td><td>70</td><td>80</td><td>100</td></tr><tr><td>Barrier inside shy line</td><td>1:18</td><td>1:18</td><td>1:21</td><td>1:24</td><td>1:30</td></tr><tr><td>Rigid barrier outside shy line</td><td>1:12</td><td>1:12</td><td>1:14</td><td>1:16</td><td>1:20</td></tr><tr><td>Non-rigid barrier outside shy line</td><td>1:10</td><td>1:10</td><td>1:11</td><td>1:12</td><td>1:15</td></tr></table>	Permanent posted speed (km/h)		50	60	70	80	100	Barrier inside shy line	1:18	1:18	1:21	1:24	1:30	Rigid barrier outside shy line	1:12	1:12	1:14	1:16	1:20	Non-rigid barrier outside shy line	1:10	1:10	1:11	1:12	1:15	<table><tr><td>Permanent posted speed (km/h)</td><td>50 km/h</td><td>60 km/h</td><td>70 km/h</td><td>80 km/h</td><td>90</td><td>100 km/h</td><td>110</td></tr><tr><td>Barrier inside shy line</td><td>1:20</td><td>1:20</td><td>1:20</td><td>1:25</td><td>1:25</td><td>1:30</td><td>1:30</td></tr><tr><td>Rigid barrier outside shy line</td><td>1:15</td><td>1:15</td><td>1:15</td><td>1:20</td><td>1:20</td><td>1:20</td><td>1:20</td></tr><tr><td>Non-rigid barrier outside shy line</td><td>1:10</td><td>1:10</td><td>1:10</td><td>1:15</td><td>1:15</td><td>1:15</td><td>1:15</td></tr></table>	Permanent posted speed (km/h)	50 km/h	60 km/h	70 km/h	80 km/h	90	100 km/h	110	Barrier inside shy line	1:20	1:20	1:20	1:25	1:25	1:30	1:30	Rigid barrier outside shy line	1:15	1:15	1:15	1:20	1:20	1:20	1:20	Non-rigid barrier outside shy line	1:10	1:10	1:10	1:15	1:15
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Reference in 4 th Edition	Current CoPTTM	Change	Comment						
E1.2 Example of traffic management plan (TMP) – short form (and Guidelines)	<table><tr><td>TSL duration</td><td>Will the TSL be required for longer than six months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i></td><td>Yes No</td></tr></table>	TSL duration	Will the TSL be required for longer than six months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>	Yes No	<table><tr><td>TSL duration</td><td>Will the TSL be required for longer than sixtwelve months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i></td><td>Yes No</td></tr></table>	TSL duration	Will the TSL be required for longer than six twelve months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>	Yes No	TSL may now be continuously installed for up to twelve months
TSL duration	Will the TSL be required for longer than six months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>	Yes No							
TSL duration	Will the TSL be required for longer than six twelve months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>	Yes No							
E1.4 Example of TMP – full form (and Guidelines)	<table><tr><td>TSL duration</td><td>Will the TSL be required for longer than six months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i></td><td>Yes No</td></tr></table>	TSL duration	Will the TSL be required for longer than six months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>	Yes No	<table><tr><td>TSL duration</td><td>Will the TSL be required for longer than sixtwelve months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i></td><td>Yes No</td></tr></table>	TSL duration	Will the TSL be required for longer than six twelve months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>	Yes No	
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E2 Appendix B: Temporary speed limit (TSL) decision matrix worksheet			<p>Amended TSL decision matrix to allow for:</p> <ul style="list-style-type: none">introduction of 110km/h permanent speed limits on selected roadsTSL to be 80km/h or less and at least 10km/h less than a permanent speed <p>The revised TSL Decision Matrix can be downloaded from https://www.nzta.govt.nz/resources/code-temp-traffic-management#forms</p>						

Reference in 4 th Edition	Current CoPTTM	Change	Comment
Section I:18 Guidance on TMP Monitoring Processes for Temporary Speed Limits (TSL)	 <pre> graph TD A[TMP] --> B[Approved by TMC (Note1)] B --> C[TMP Register (Note2)] </pre>	 <pre> graph TD A[TMP] --> B[TMP approved (Note1)] B --> C[TMP Register (Note2)] </pre>	Removed reference to TMC approving TMP as other roles may also approve TMPs
			TSL may now be continuously installed for up to twelve months
	<p>1. If the TMP is site specific and contains a TSL, provision must be made for the contractor to resubmit prior to a continuous exposure of the TSL for a period of 6 months. Unless this bring up provision is made the TMP should not be approved by</p>	<p>2. If the TMP is site specific and contains a TSL, provision must be made for the contractor to resubmit prior to a continuous exposure of the TSL for a period of 6 12 months. Unless this bring up provision is made the TMP should not be approved by</p>	<p>TSL may now be continuously installed for up to twelve months</p> <p>Removed reference to TMC approving TMP</p>

Reference in 4 th Edition	Current CoPTTM	Change	Comment
	the Traffic Management Coordinator (TMC).	the Traffic Management Coordinator (TMC).	
	TSLs required for more than 6 months A permanent speed limit change should be implemented if the review identifies that a speed limit change is now the best solution.	TSLs required for more than 6 12 months A permanent speed limit change should be implemented if the review identifies that a speed limit change is now the best solution.	TSL may now be continuously installed for up to twelve months
	TSL Compliance Checklist The following checklist is to be completed for any TSL which will be required for more than 6 months. The completed checklist is to be attached to the TMP.	TSL Compliance Checklist The following checklist is to be completed for any TSL which will be required for more than 6 12 months. The completed checklist is to be attached to the TMP.	TSL may now be continuously installed for up to twelve months
	Temporary Speed Limit Compliance Checklist <i>To be completed and attached to the TMP if TSL required for more than 6 months.</i> Note: You are responsible for ensuring that any installed TSLs abide by the laws established under the Setting of Speed Limits Rule.	Temporary Speed Limit Compliance Checklist <i>To be completed and attached to the TMP if TSL required for more than 6 12 months.</i> Note: You are responsible for ensuring that any installed TSLs abide by the laws established under the Setting of Speed Limits Rule.	TSL may now be continuously installed for up to twelve months
	Is the TSL required for more than 6 months?	Is the TSL required for more than 6 12 months? <i>If yes, provision must be made for the contractor to resubmit TMP prior to a continuous exposure of the TSL for a period of 12 months.</i>	TSL may now be continuously installed for up to twelve months
	If the permanent speed limit is: a. greater than 50 km/h, is the TSL at least 20km/h less than the permanent speed? b. 50 km/h or less, is the TSL at least 10km/h less than the permanent speed?	If the permanent speed limit is: a. greater than 50 km/h, is the TSL at least 20km/h less than the permanent speed? b. 50 km/h or less, is the TSL at least 10km/h less than the permanent speed? Is the TSL 80 km/h or less and at least 10 km/h less than the permanent speed limit?	TSL to be 80 km/h or less and at least 10km/h less than a permanent speed

Appendix A: Level 2 worksite layout distances

Permanent/TSL (km/h)		≤50	60	70	80	90	100 /110		
Traffic signs									
A	Sign visibility distance (m)	60/50 ⁺	70/60 ⁺	80	100	120	120		
B	Warning distance (m)	100/75 ⁺	120/90 ⁺	140	160	200	200		
C	Sign spacing (m)	50/35 ⁺	60/45 ⁺	70	80	100	100		
Safety zones									
D	Longitudinal (m)*	15	20	30	45	60	60		
E	Lateral (m)								
	1. Behind cones	1	1	1	1	1	1		
	2. Behind barrier installations	As specified by the Installation Designer							
Tapers									
H	Initial taper length per lane (m)**	90/50 ⁺	100/60 ⁺	120	150	180	180		
I	Subsequent taper length per lane (m)	50	60	70	80	100	100		
K	Minimum distance between tapers (m)	50	60	70	80	100	100		
Delineation device									
Spacing (centres)	All tapers (m)	2.5	2.5	2.5	2.5	2.5	2.5		
	Cones parallel to the lane - eg between tapers and alongside working space (m)	5	5	10	10	10	10		
	At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points	2.5m for 10m either side of a change in alignment		2.5m for 20m either side of a change in alignment					
<p>* A longitudinal safety zone is not required when a barrier completely protects the approach end of the worksite.</p> <p>** Taper length is based on a single lane shift of 3.5m.</p> <p>+ The longer distance is the desirable distance, the shorter distance is the minimum distance required. The longer distances must be used wherever possible. The shorter distances may only be used where there are road environment constraints.</p>									
Lane widths									
Speed (km/h)		30	40	50	60	70	80	90	100/110
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

Approach sign distances and spacings, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. The layout distances of the remainder of the worksite, including any subsequent tapers, may be based on the TSL, provided the TSL is applied prior to the first taper.

Appendix B: Level 3 worksite layout distances

Permanent/TSL (km/h)		≤50	60	70	80	90	100/110		
Traffic signs									
A	Sign visibility distance (m)	60/50 ⁺	70/60 ⁺	80	100	120	120		
C *	Sign spacing (m) - Desirable	100/75 ⁺	120/90 ⁺	140	160	200	200		
	Sign spacing (m) - Minimum	50/35 ⁺	60/45 ⁺	70	80	100	100		
Safety zones									
D	Longitudinal (m)*	15	20	30	45	60	60		
E	Lateral (m)								
	1. Behind cones etc	1	1	1	1	1	1		
	2. Behind barrier installations	As specified by the Installation Designer							
Tapers									
H	Initial taper length per lane (m)**	90/50 ⁺	100/60 ⁺	120	150	180	180		
I	Subsequent taper length per lane (m)	50	60	70	80	100	100		
K	Minimum distance between tapers (m) ***	50	60	70	80	100	100		
Delineation devices (all speeds)									
Spacing (centres)	All tapers (m)	2.5	2.5	2.5	2.5	2.5	2.5		
	Cones parallel to the lane (eg between tapers and alongside the working space) (m)	10	10	10	10	10	10		
	At merge and diverge points for ramps and slip lanes, intersecting road entry and exit points, and worksite access points	2.5m for 20m either side of a change in alignment							
✧	The desirable sign spacing distance must be used wherever possible. The minimum sign spacing distance may only be used where there are road environment constraints. Where only one sign is erected in advance of a taper the distance from the sign to the taper is 2xC.								
*	A longitudinal safety zone is not required when a barrier completely protects the approach end of the worksite. Refer subsections H1.17 and H1.18 .								
**	Taper length is based on a single lane shift of 3.5m.								
***	Must be altered if required to meet the supplementary TLS distance.								
Lane widths									
Speed (km/h)		30	40	50	60	70	80	90	100/110
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above table are minimum values. Approach sign distances and spacings, the initial taper(s) and any longitudinal safety zone associated with that taper must be based on the permanent speed limit. The layout distances of the remainder of the worksite, including any subsequent tapers, may be based on the TSL, provided the TSL is applied prior to the first taper.