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**SP/M/010**  
**Code of Practice for Temporary Traffic Management (CoPTTM)**  
**Third Edition – Update Note September 2009**

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<b>Date of Issue:</b>	September 2009

<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 update the November 2004 version of the Third Edition of the Code.
<b>Effective Date</b>	1 September 2009
<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 update described in the following pages is to allow the use of new technology. No action will be taken other than to issue this update note. In due course all changes will be incorporated into Edition 4 which is programmed for issue in 2010</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>	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 update your by clicking onto the Register for Updates button: <a href="http://www.transit.govt.nz/technical/copttm.jsp">http://www.transit.govt.nz/technical/copttm.jsp</a>
<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



Dennis Davis  
National Traffic and Safety Manager

## C.10.16 Temporary Speed Humps

Speed hump systems must be approved by NZTA before use. Details of testing criteria and independent testing are available from the CoPTTM Advisor, National Office, NZTA

### Physical Characteristics

- Dimensions
  - Height less than 40mm (+10mm tolerance)
  - Length 3 meters or longer
  - Width less than 500mm
  - Rise initial step no greater than 25mm, top profile curved
- Colour – a bright, fluorescent type colour, orange is preferred but yellow may be used.
- Retro reflectivity/lighting – at night they must be clearly visible by using either retro reflective means or illumination. This is a legal requirement covered by the Land Transport Rule: Traffic Control Devices 2004, Section 7.9.

### Installation

The Temporary Speed Hump **must only** be used at attended worksites with “**POSITIVE TRAFFIC CONTROL**” in place. The speed hump should be positioned a minimum of a sign spacing after a 30 km/hr TSL. E.g. within a permanent speed limit of 100km/hr the speed hump should be positioned at least 75 meters after the 30 km/hr sign. Both the edge line and centreline should be coned from the 30 km/hr sign to the speed hump. It is essential to give adequate warning to motorists.

If a cycle lane exists it must not be closed by the speed hump.

The recommended method of installation is to set up the positive traffic control first and then using flagmen to protect the workers, roll out the speed hump and leave in position.



REGISTER OF APPROVED TEMPORARY SPEED HUMPS				
No.	Model	Manufacturer/Supplier	Date of Approval	Comment
1.	PSH-3	Premier Workplace Solutions, Ingleburn, NSW, Australia	1 Dec 2008	Assessed by BECA