

COPTTM REVIEW FEEDBACK FORM

The form should be used to provide feedback to Waka Kotahi NZ Transport Agency as part of the review programme for the Code of Practice for Temporary Traffic Management. It will also be used to respond to your comments and explain how they have been incorporated into the Code of Practice.

Open and effective feedback is vital to the success of the programme and Waka Kotahi thanks you in advance for your time and effort.

Please read the associated guidelines <https://www.nzta.govt.nz/copttm-review-programme> before completing this form and submitting your feedback.

Submit your completed form by Tuesday 30 June 2020.

By email:

copttm.consult@nzta.govt.nz and put 'NZ CoPTTM Review 2020' in the subject line.

By post:

NZ CoPTTM Feedback 2020
Waka Kotahi NZ Transport Agency
PO Box 5084
Wellington 6140
New Zealand

To help with the collation of the feedback, please indicate in the boxes at the top of the form whether your feedback is a 'Comment', 'Suggestion' (to address a problem) or 'Innovation'.

Feedback form

The Code of Practice for Temporary Traffic Management (CoPTTM) - New Zealand (4th Edition)

Date circulated for comment:	11/05/2020		
Due date for comment:	30/06/2020		
Feedback by:	Your name and organisation: James Burgess, Cycling Action Network Group name (if applicable): Click or tap here to enter text. Your contact email: jim.burgess@gmail.com		
	Yes	Please indicate if this feedback is on behalf of the organisation or group	
Date of comment	29/06/2020		
Feedback category	Suggestion		

#	Document Section (where applicable)	Suggestion	Waka Kotahi response	Status
1	C (several locations)	Section C contains measures to protect pedestrians and cyclists, eg <i>Signs must be located in a manner such that the safety of road users, including pedestrians and cyclists, is not affected.</i> <i>Where activities affect pedestrians or cyclists, the</i>		

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		<p><i>TTM must ensure that: • pedestrians or cyclists are not led into direct conflict with the operation or traffic moving through or around the worksite</i></p> <p>Cycle lanes have specific protection in section C. But urban roads without cycle lanes often see cyclists use the left traffic lane, often the part further left than general traffic, whether or not it's marked as a shoulder. How to deal with that situation isn't as clearly specified in the COP. Current practice by traffic management companies frequently doesn't manage to keep cyclists safe in this situation. Signs protrude into the road,</p>		

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		<p>creating a pinch point for cyclists. Traffic management companies sometimes respond to complaints but the problem reoccurs frequently. We'd like to see three changes:</p> <ul style="list-style-type: none"> - more detailed guidance in the COP for this situation - an investigation into signage that's more appropriate for urban situations short on space, eg signs that can be mounted to telephone poles or other structures - improved mechanisms for reporting/solving problems and preventing repeats, eg an NZTA-maintained register. 		