

Land Transport Rule: Omnibus Amendment 2015

Questions and answers

What is Land Transport Rule: Omnibus Amendment 2015?

The *Land Transport Rule: Omnibus Amendment 2015* ('the Omnibus Amendment Rule' or 'the Rule') includes proposals to make changes to a number of existing Land Transport Rules. An Omnibus Amendment Rule is produced annually to group together relatively straightforward rule changes that are mainly technical or editorial in nature. These types of changes need to be made to the Land Transport Rules on a regular basis as other legislation and industry requirements change.

What is the legal basis for the Rule?

Sections 152 to 158 (inclusive) of the *Land Transport Act 1998* allow the Minister of Transport to make Land Transport Rules relating to a wide variety of issues, including those covered by the proposed Omnibus Amendment Rule changes – heavy vehicles, vehicle lighting and traffic control devices.

Why has this Amendment Rule been drafted?

The Omnibus Amendment Rule allows us to consult on a range of relatively minor changes to several Land Transport Rules all at once.

The changes are necessary for a range of reasons. These include:

- clarifying or modifying current requirements to support understanding and enforcement
- amending requirements or removing unnecessary or unintended requirements to reduce the burden of compliance (without lessening safety standards)
- amending requirements to be consistent with current practices and technology
- correcting errors in cross-references, descriptions and technical specifications in current Rules.

Which Land Transport Rules do the proposed changes relate to?

Changes are proposed to the following Land Transport Rules:

- Land Transport Rule: Heavy Vehicles 2004
- Land Transport Rule: Traffic Control Devices 2004
- Land Transport Rule: Vehicle Lighting 2004

Why are the proposed changes in one Amendment Rule rather than in separate ones?

The Rule brings together proposed changes to three Land Transport Rules. It's more efficient to consult on the proposed changes in this way, instead of producing three separate Amendment Rules. Following consultation, the provisions in the Omnibus Amendment Rule will be split into separate Amendment Rules for approval and publication.

What changes are being proposed?

The proposed changes to each Rule are summarised below.

Heavy Vehicles 2004

This proposed change would approve *UN/ECE Regulation 55* as an allowable standard for kingpins on vehicles where the kingpins have been installed and certified by the manufacturer of the vehicle as meeting this standard. It will also ensure that modification or repair of these kingpins is carried out to specific New Zealand or Australian standards. *UN/ECE Regulation 55* is already an approved standard for fifth wheels and this change will bring the applicable standards for kingpins into line with this.

Traffic Control Devices 2004

The proposed changes would:

- Allow road controlling authorities (RCAs) a discretionary power to install road markings for warning or advisory purposes. Currently, RCAs only have this power for regulatory purposes.
- Emphasise that no unprotected hazards, such as planting or a traffic control device, may be placed on a traffic island.
- Clarify that signs are required on both roadway approaches to school crossing points.
- Allow an exception from the normal requirement to mark reserved parking spaces with yellow road markings and ordinary parking with white road markings. The proposed exception would allow for parking spaces which are reserved for residents' parking to be marked white, unless the parking spaces are reserved 24 hours a day.
- Add the option of a flashing roundel to a variable speed limit sign (instead of flashing orange lights in the corners of the sign) and allow numerals to be 25% larger than on static signs to account for the over-glow effect of LED signs.
- Add a new general "Except named class of vehicle" supplementary sign. This sign will enable more flexible traffic management by authorising RCAs to except any named class of vehicle from some traffic movements. Currently only buses, cycles and "authorised vehicles" may be excepted. This supplementary sign may be used with signs which ban a manoeuvre (for example no left turn, no U-turn) or require a manoeuvre (for example turn left or turn right).
- Add new "Barriers not working" supplementary sign, for use by workers repairing barrier arms at railway level crossings.

- Add new “crash” sign for use by the Police and “breakdown” sign for use by a worker who is removing a temporary hazard caused by a breakdown.
- Add new “active LED railway crossing at curve” sign to warn drivers to slow down for a curve and railway level crossing ahead.
- Amend the definition of “light-rail vehicle lane” so that it aligns with the reference to that term in the Rule.
- Make other minor amendments to the descriptions of road signs.

Vehicle Lighting 2004

These proposed changes would:

- Clarify that it is illegal for white forward-facing side marker lamps to be fitted to vehicles manufactured after 1 January 2006. This requirement is already in the applicable vehicle lighting standard.
- Amend the description of the width of a heavy motor vehicle in relation to end outline marker lamps so that it aligns with other similar descriptions in that clause and overseas standards.
- Amend the clause relating to retroreflective material on heavy vehicles so that the restrictions only apply to mandatory signage and hazard panels.

Making a submission

What is the consultation process for the proposed changes outlined in the Omnibus Amendment Rule?

The yellow draft consultation document has been released for comment. The opportunity to comment is being advertised in daily newspapers in the five main centres. Groups and individuals who have registered their interest in Land Transport Rules will be directly advised of the availability of the yellow draft for comment. They will be provided with a link to the consultation material on the Transport Agency’s website and invited to make a submission.

How can I obtain a physical copy of the consultation document?

To obtain a physical copy of the consultation document or if you have any queries about it after reading the consultation material, phone the Transport Agency Contact Centre on 0800 699 000.

Does the draft Amendment Rule give me all the information I need to fully understand what changes are proposed to the principal Rules?

This is an Amendment Rule and, therefore, contains only the proposed amending provisions. The index and table in the consultation document provides information about the amendments and why they are being proposed.



How can I see how the proposed Rule changes will fit into the various Rules?

The consultation material provides a link between the proposed amendments and the existing Rules on the Transport Agency website. This is intended to help put the proposed changes into context.

Where can I get a copy of the current Rules?

Land Transport Rules are available on the Transport Agency's website at www.nzta.govt.nz/resources/rules/about. Printed Rules are also available direct from Wickcliffe NZ Ltd – telephone (06) 353 2700.

How can I make a submission?

You can send your submission by email to rules@nzta.govt.nz and, if you wish, follow it up with a signed paper copy to:

Omnibus Amendment Rule 2015
Rules Team
NZ Transport Agency
Private Bag 6995
WELLINGTON 6141

Alternatively, you can submit your comments using the [online submission form](#) or post them to us at the above address.

Submissions close at 5pm on **10 July 2015**.

What will happen after the consultation process?

The submissions received during the consultation period will be analysed and taken into account in preparing the final drafts of the Amendment Rules. The final draft Rules will then be submitted to the Associate Minister of Transport for approval and signing.