

SECTION 2

REGULATORY SIGNS - GENERAL

March 2011

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LEGEND : *black*
 BACKGROUND : *reflectorised white*
 BORDER : *reflectorised red*

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: A road controlling authority must* install a speed limit sign on the left-hand side of a road under its jurisdiction, at or near the point on the road where the speed limit changes.

A road controlling authority must* also:

- (a) install an additional speed limit sign on the right-hand side of the road, or on the central median where appropriate, if the estimated two-way annual average daily traffic at that point exceeds 500 vehicles, and
- (b) install additional speed limit repeater signs within each speed limited length of road in accordance with the following table:

Speed Limit (km/h)	Maximum Distance between Speed Limit Signs (km)
60	2.0
70	2.4
80	2.6

RG-1 SPEED LIMIT signs may be used to indicate speed limits between 10 and 90 km/h.

An RG-1 sign is combined with a supplementary sign TEMPORARY to form an RG-4 SPEED LIMIT - TEMPORARY sign combination.

Sign Size: Sign size is dependent on the particular application, ie. urban or rural two-lane or multi-lane divided road, etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Location: Each RG-1 sign must be located within ± 20 m of its legally defined position and should be so located that an approaching driver has an uninterrupted view of it for at least 60 m in an urban area and for at least 120 m in a rural area. When the signs are erected in pairs, one sign only need be visible for this length.

Markings: At locations where the road surface is suitable, pavement marking may be installed and maintained as recommended in Part II, SECTION 4.01 of this manual.

* Reference Land Transport Rule: Setting of Speed Limits 2003.

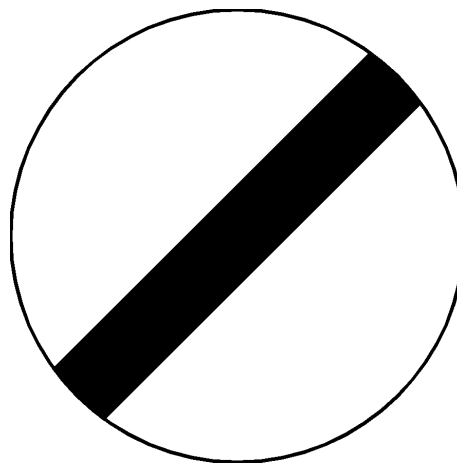
Note: For use of this sign in threshold situations, refer to Sign PN-2 in section 7 page 7-35.



RG - 2

LEGEND : *black*
BACKGROUND : *reflectorised white*
BORDER : *reflectorised red*

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>



RG - 2.1

DIAGONAL BAR : *black*
BACKGROUND : *reflectorised white*

Policy: Either RG-2 (100 km/h) signs or the alternative RG-2.1 DE-RESTRICTION sign must be installed at locations where a lesser speed limit (either temporary or permanent) changes to the general maximum speed limit, ie. 100 km/h.

An additional RG-2 (RG-2.1) sign must be installed on the right-hand side of the road, or on the central median where appropriate, if the estimated two-way annual average daily traffic at that point exceeds 500 vehicles.

RG-2 signs are preferred and should be installed in situations where the alignment and nature of the road in the vicinity of the sign generally permits safe travel speeds of 100 km/h.

Where this is not possible RG-2.1 signs may be used.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane divided road etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Location: Each RG-2 (RG-2.1) sign must be located within ± 20 m of its legally defined position and, when erected singly, should be so located that approaching driver has an uninterrupted view of it for at least 60 m in an urban area and for at least 120 m in a rural area. When the signs are erected in pairs, one sign only need be visible for

Note: In accordance with the Transport Act 1962,
all Limited Speed Zones shall be removed by 1 July 2009
and replaced with another speed limit in accordance with the
Land Transport Rule: Setting of Speed Limits 2003.



RG - 4A

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>



RG - 4B

Policy: An RG-4 sign combination consists of an RG-1 SPEED LIMIT sign and a supplementary sign TEMPORARY located approximately 100 mm below it. Subject to formal authorization by the controlling authority, temporary speed limits indicated by RG-4 signs should be erected at work sites to give protection to:

- (a) workers on the roadway or in the immediate vicinity,
- (b) new road surfacing, and
- (c) road structures in an emergency until a more permanent speed limit is applied.

Emergencies such as slips, washouts, broken overhead wires, etc, should be covered by appropriate warning signs described in this manual.

The setting temporary of speed limits is described in the Transit New Zealand publication *Code of Practice for Temporary Traffic Management, Section C4: Temporary Speed Limits and Appendix B*. In summary, a temporary speed limit is required to be reasonable, at least 20 km/h less than the gazetted speed limit, be a multiple of 10 km/h, and remain in force no longer than is absolutely necessary.

During periods when the need for the temporary speed limit is not warranted, eg. during meal breaks, the signs should either be removed or suitably covered.

Close co-operation with the local police is necessary to ensure adequate enforcement patrolling.

The exits from each road section subject to a temporary speed limit must be marked by the erection of other appropriate speed limit signs.

No sign other than another appropriate speed limit sign may be attached to either the RG-4 or its stand.

Signs should be fitted to white painted, plain galvanised steel or plain aluminium stands. Under weather conditions likely to be experienced on all but very rare occasions the stands must be stable when:

- the centre of the RG-1 component of an RG-4A sign combination is located at least 1.25 m above the road surface, or
- the underside of the supplementary sign component of an RG-4B sign combination is located at least 1.0 m above the road surface.

Location: Normally, RG-4 signs should be erected on the left-hand side of the road and clear of the traffic lanes. Where this is not practicable they shall be located so as to be clearly visible to approaching drivers and not present an obstruction to traffic.

An additional RG-4 sign must be erected on the right-hand side of the road, or on the central median where appropriate, if the estimated two-way annual average daily traffic at that point exceeds 500 vehicles.

Additional RG-4 repeater signs must also be installed within each temporary speed limited length of road in accordance with the following table:

Temporary Speed Limit (km/h)	Maximum Distance between Temporary Speed Limit Repeater Signs (km)
20	0.7
30	1.0
40	1.4
50	1.7
60	2.0
70	2.4
80	2.6

NOTE: On state highways the NZTA *Code of Practice for Temporary Traffic Management* specifies the location and layout of Temporary Warning signs. These requirements mean that repeater temporary speed limit signs must be located at closer spacings than the maximum spacing values given in the table above. Special attention must also be given to ensuring that the minimum clear visibility and spacing distances between the advance sign(s) and the start of the road works site are achieved.



LEGEND	:	reflectorised white
BACKGROUND	:	reflectorised red
BORDER	:	reflectorised white
REVERSE	:	white

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Sign Size: Three sign sizes are detailed.

In urban situations (70 km/h and lower speed restricted) the normal sign size is 675 × 675; however, the 845 × 845 size should be erected on divided roads **or where approach operating speeds exceed 50 km/h.**

In rural situations (greater than 70 km/h speed restricted) the normal sign size is 845 × 845. The 1015 × 1015 size should be erected on divided roads or major roads **where approach operating speeds are 100 km/h or greater.**

Location: An RG-5 sign should normally be erected on the left-hand side of the approach to an intersection or railway crossing.

In the case of an intersection, the back of the sign should be visible to main road traffic and the sign should be closer than 9 m to the edge of the main roadway. If the intersection approach has a traffic island between opposing lanes an additional sign should be erected on the island. If the intersection approach has a left-turn lane separated from the other approach lanes by a traffic island, an additional RG5 sign should be erected on this island. If control of the separate left-turn lane is not intended, no RG5 sign should be erected to the left of this lane.

In the case of a railway crossing, an RG-32 sign combination must not be closer than 3 m to the nearest track. In some situations an additional RG-32 sign combination shall be erected on the right-hand side of an approach to a railway level crossing on a side road. Refer to Part II, Fig. 4.17, of this Manual for sign duplication details.

In areas subject to a 50 km/h speed limit, the RG-5 sign should be so located that it is clearly visible to an approaching driver for a distance of at least 60 m. In all other cases the sight distance required is at least 120 m. Where these sight distances are unobtainable, advance warning of the RG-5 sign should be provided by the erection of a PW-1 STOP AHEAD warning sign.

Markings: At locations where the road surface is suitable, pavement marking must be installed and maintained as recommended in Part II, SECTION 3.10, of this manual.

Policy: Subject to formal authorization by the controlling authority, RG-5 STOP signs should be erected:

- (a) at blind intersections where lack of visibility makes it unsafe to approach the intersection at a speed greater than 10 km/h.

Note: It is unsafe to approach an intersection at more than 10 km/h if, from a point 9 metres from the intersection limit line on a controlled approach, a driver cannot see a vehicle on an uncontrolled approach at a distance (metres) of 1.2 times the speed (km/h) exceeded by 15% of vehicles on the priority route,

- (b) at intersections of an unusual layout or unusual traffic pattern where it is essential to give one controlled approach priority over another controlled approach.

NOTE: The Land Transport (Road User) Rule requires traffic at a STOP sign to give way to traffic from a GIVE WAY sign, and

- (c) as part of the RG-32 sign at railway level crossings which are not controlled by automatic alarms or permanent crossing keepers.

Refer to Part 9 of the Traffic Control Devices Manual.

No other sign may be attached to either the RG-5 sign or its support except

- (a) at railway crossings where the RG-5 sign forms part of an RG-32 sign combination, or
- (b) with an RG-17 or RG-17.1 KEEP LEFT sign facing the opposing traffic.



LEGEND	:	reflectorised red
BACKGROUND	:	reflectorised white
BORDER	:	reflectorised red
REVERSE	:	white

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority RG-6 GIVE WAY signs should be erected:

- (a) at all crossroads that do not have visibility constraints requiring RG-5 STOP signs,
- (b) at intersections of an unusual layout, or with an unusual traffic pattern, to clearly define who should give way,
- (c) where it is otherwise desirable to override the normal application of the normal priority rule, eg: at most T-intersections with arterial streets, and
- (d) as part of the RG-31 sign combination at railway level crossings that are not controlled by RG-5 STOP signs, automatic alarms or permanent crossing keepers.

No other sign may be attached to either the RG-6 sign or its support, except in the following situations:

- (i) At intersections where it is intended that the RG-6 sign applies to traffic proceeding in a specific direction, eg, at a Y-type intersection, in which case either as RG-6.1, RG-6.2, or RG-6.3 supplementary sign may be added above the RG-6 sign. Where there is a clearly understood destination on the route of traffic required to give way, an RG-6.2 or RG-6.3 sign shall be used to clarify the movement controlled by the RG-6 sign.
- (ii) At railway crossings where the RG-6 sign forms part of an RG-31 sign combination.
- (iii) With an RG-17 or RG-17.1 KEEP LEFT sign facing the opposing traffic.

Sign Size: Three sign sizes are detailed and they should be used in the following manner:

- (a) **In urban situations, ie. where the posted speed limit is 70 km/h or less,** the normal sign size is 750 × 865. However, on divided roads and **where approach operating speeds exceed 50 km/h,** the 900 × 1040 size should be erected.

- (b) **In rural situations, ie. where the posted speed limit is greater than 70 km/h,** the normal sign size is 900 × 1040. However, on divided roads and on major roads **where approach operating speeds exceed 100 km/h,** the 1200 × 1385 size should be erected.

Only one size is specified for each supplementary RG-6.1, RG-6.2 and RG-6.3 sign, and this should be used regardless of the size adopted for the main RG-6 sign.

Location: An RG-6 sign should normally be erected on the left-hand side of the approach to an intersection or railway level crossing. In the case of an intersection, the back of the sign should be visible to main road traffic and the sign should be closer than 9 m to the edge of the main roadway. If the intersection approach has a traffic island between opposing lanes an additional sign should be erected on the island. If the intersection approach has a left-turn lane separated from the other approach lanes by a traffic island, an additional RG-6 sign should be erected on this island. If control of the separate left-turn lane is not intended, no RG-6 sign should be erected to the left of this lane.

In the case of a railway level crossing, an RG-31 sign combination must not be closer than 3 m to the nearest track. In some situations, an additional RG-31 sign combination shall be erected on the right-hand side of an approach to a railway level crossing on a side road. Refer to Part II, Figure 4.16, of this Manual for sign duplication details.

In areas subject to a 50 km/h speed limit, the RG-6 sign should be so located that it is clearly visible to an approaching driver for a distance of at least 60 m. In all other cases the required sight distance is 120 m. Where these sight distances are unobtainable, advance warning of the RG-6 sign should be provided by the erection of a PW-2 GIVE WAY AHEAD warning sign.

Markings: At locations where the road surface is suitable, pavement marking must be installed and maintained as recommended in Part II, SECTION 3.09, of this manual.



RG - 6.1

LEGEND : *reflectorised red*
 BACKGROUND : *reflectorised white*
 BORDER : *reflectorised red*
 REVERSE : *white*



RG - 6.2

LEGEND : *reflectorised red*
 BACKGROUND : *reflectorised white*
 BORDER : *reflectorised red*
 REVERSE : *white*

For dimensions refer to
<http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>



RG - 6.3

LEGEND : *reflectorised red*
 BACKGROUND : *reflectorised white*
 BORDER : *reflectorised red*
 REVERSE : *white*



See note below

BACKGROUND	:	<i>reflectorised white</i>
BORDER	:	<i>reflectorised red</i>
SYMBOL	:	<i>black</i>
LETTERS	:	<i>100 Series B</i>
LEGEND	:	<i>reflectorised red</i>
REVERSE	:	<i>white</i>

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: If an intersection is controlled by a roundabout, each entry to the roundabout must be controlled by an R-6R ROUNDABOUT GIVE WAY sign.

Note that from 1 April 2011, the supplementary "Give Way" plate is no longer required on these signs.
See Traffic Note 50 for details and guidance about this.

Sign Size: Three sign sizes are detailed and they should be used in the following manner:

- (a) **In urban situations, ie. where the posted speed limit is 70 km/h or less**, the normal sign size is 750 × 865. However, on divided roads and **where approach operating speeds exceed 50 km/h**, the 900 × 1040 size should be erected.
- (b) **In rural situations, ie. where the posted speed limit is greater than 70 km/h**, the normal sign size is 900 × 1040. However, on divided roads and on major roads **where a pproach operating speeds exceed 100 km/h**, the 1200 × 1385 size should be erected

Location: RG-6R signs should normally be erected on the left-hand side of the approach to a roundabout. The back of the sign should be visible to traffic on the roundabout and the sign should be closer than 9 m to the edge of the circulating roadway. If the approach has a traffic island between opposing lanes an additional RG-6R sign should be erected on the island.

In areas subject to a 50 km/h speed limit, the RG-6R sign should be so located that it is clearly visible to an approaching driver for a distance of at least 60 m. In all other cases the required sight distance is 120 m. Where these sight distances are unobtainable, advance warning of the RG-6R sign should be provided by the erection of a PW-8 ROTARY JUNCTION warning sign.

Markings: Except where the road surface makes it impracticable, pavement markings must be installed and maintained as specified in Part II, SECTION 3.12, of this manual.



SYMBOL : *black*
BACKGROUND : *reflectorised white*
BORDER AND BAR : *reflectorised red*

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, an RG-7 sign must be erected on the approach to an intersection where the right turn is the only prohibited movement.

Where both left and right turns are prohibited at a crossroads intersection, an RG-10 NO TURNS sign should be erected.

Where a left turn is the only permitted movement at a crossroads intersection, an RG-12 TURN LEFT sign should be erected.

Where the approach is a one-way road, RG-7 signs should be erected on both sides.

No other sign may be attached to an RG-7 sign or its support other than an RG-9 NO ENTRY sign or an RG-14 ONE WAY sign which may be attached to the reverse of the RG-7 sign.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to SECTION 1. 3: SIZE for detailed size requirements.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection, so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m. In order to achieve this sight distance it may be necessary to erect the sign on the right-hand side of the roadway.



LEGEND	:	<i>reflectorised white</i>
BACKGROUND	:	<i>reflectorised red</i>
BORDER	:	<i>reflectorised white</i>
REVERSE	:	<i>white</i>

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, an RG-8 sign must be erected on the approach to an intersection where the left turn is the only prohibited movement.

Where both left and right turns are prohibited at a crossroads intersection, an RG-10 NO TURNS sign should be erected.

Where a right turn is the only permitted movement at a crossroads intersection, an RG-13 TURN RIGHT sign should be erected.

Where the approach is a one-way road, RG-8 signs should be erected on both sides.

No other sign may be attached to an RG-8 sign or its support other than an RG-9 NO ENTRY sign, or an RG-14 ONE WAY sign which may be attached to the reverse of the RG-8 sign.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection, so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, an RG-9 sign must be erected at the end of a one-way roadway where the continuation of the roadway ahead reverts to two way operation, and opposing traffic must be prevented from entering the roadway in the wrong direction. An RG-9 sign may be erected at intermediate intersections on a one-way roadway to prevent traffic from entering the roadway in the wrong direction by making a turn from the side road. An RG-9 sign must also be erected at the end of a motorway off-ramp to prevent traffic from entering the ramp in the wrong direction from a local road.

No other sign may be attached to an RG-9 sign, or its support other than appropriate turn control signs to direct traffic on other approaches to the intersection, ie an RG-7 NO RIGHT TURN sign, an RG-8 NO LEFT TURN sign, an RG-10 NO TURNS sign, an RG-12 TURN LEFT sign, or an RG-13 TURN RIGHT sign.

Location: The sign should normally be erected on the left-hand side as close as possible to the start of the one-way roadway so that an approaching driver has an uninterrupted view of the sign over a distance of at least 120 m in rural areas and at least 60 m in other areas. In order to achieve these sight distances it may be necessary to erect the sign on the right-hand side of the roadway.

In urban areas RG-9 signs should be erected on both sides of the one-way roadway.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Markings: At locations where the road surface is suitable, pavement marking may be installed and maintained as recommended in Part II, SECTION 4.01, of this manual.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, an RG-10 sign must be erected on the approach to a crossroads intersection where both left and right turns are prohibited and traffic must proceed straight ahead.

Where the approach is a one-way road, RG-10 signs should be erected on both sides.

No other sign may be attached to an RG-10 sign or its support other than an RG-9 NO ENTRY sign attached to the reverse of the RG-10 sign.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection and so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, an RG-11 sign must be erected on the approach to a crossroads intersection where the straight ahead movement is prohibited and traffic must turn either left or right.

Where the approach is a one-way road RG-11 signs should be erected on both sides.

Where the approach forms part of a multi-lane divided roadway an additional RG-11 sign should be erected on the median.

No other sign may be attached to an RG-11 sign or its support other than an RG- 9 NO ENTRY sign or a PW -6 TWO WAY sign which may be attached to the reverse of the RG-11 sign.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection, so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m. In order to achieve this sight distance it may be necessary to erect the sign on the right-hand side of the approach.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, an RG-12 sign must be erected on the approach to a crossroads intersection where the straight ahead and right turn movements are prohibited.

On the tail leg approach to a T-intersection where the head of the 'T' is a one-way road an RG-7 NO RIGHT TURN sign should be used in preference to an RG-12 sign.

Where the approach is a one-way road RG-12 signs should be erected on both sides.

No other sign may be attached to an RG-12 sign or its support other than an RG-9 NO ENTRY or an RG-14 ONE WAY sign attached to the reverse of the RG-12 sign.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection and so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, an RG-13 sign must be erected on the approach to a crossroads intersection where both the straightahead and left turn movements are prohibited.

On the tail leg approach to a T-intersection where the head of the 'T' is a one-way road an RG-8 NO LEFT TURN sign may be used in preference to an RG-13 sign.

Where the approach is a one-way road RG-13 signs should be erected on both sides.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection and so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, an RG-14 sign must be erected on a one-way roadway at every intersection and at intervening locations near private accesses at which there are significant turning movements. RG-14 signs **are not to be used** in the case of a divided highway or one-way sections of road within a channelised intersection. Such cases are covered by the use of RG-17 KEEP LEFT signs. Left or right-hand versions of the sign can be used.

RG-9 NO ENTRY signs may be required at intersections where RG-14 signs are erected.

Sign Size: Where the one-way roadway is two lanes or less in width, the minimum size of sign to be used is 600 × 250. In all other situations the minimum size of sign to be used is 750 × 300.

Location: The sign should be erected as close as possible to the intersection or access, be approximately parallel to the one-way roadway, and face traffic about to turn into the one-way roadway. An approaching driver should have an uninterrupted view of the sign over a distance of at least 60 m.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: RG-15 signs must be erected at the start of and at intervals along a section of road on which the controlling authority has authorised the prohibition of U-turns. The spacings between any two successive signs should not exceed 120 m on each side of the road.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Location: The sign should normally be erected on the left-hand side of the roadway and so that an approaching driver has an uninterrupted view of the sign over a distance of 60 m.



LEGEND	:	<i>black</i>
BACKGROUND	:	<i>reflectorised white</i>
BORDER	:	<i>reflectorised red</i>

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, RG-16 signs must be erected at each end of, and at each intermediate intersection with, any section of road that is closed to ordinary vehicular traffic for the purposes of facilitating road works or any other legitimate activity.

RG-16 signs must be augmented with TW-1 ROADWORKS and TW-23 DETOUR signs, and in cases where the detour route is longer than, say, 1–2 km and is not easy to follow, with other appropriate guide signs. In some instances, where the closure is intermittent and recurs on a planned regular basis for a lengthy period (say for major bridge repairs), special directory boards giving the timetable for the closure should be erected at key locations and appropriate media advertising arranged. Suitably delineated barricades should also be provided to effectively block the road at the points of closure.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Location: RG-16 signs should be erected in the middle of and as close as practicable to each end of the closed road.

The use of RG-16 signs at road works is to be strictly in accordance with the NZTA *Code of Practice for Temporary Traffic Management* where full details of location and layout with respect to other temporary signs are given.

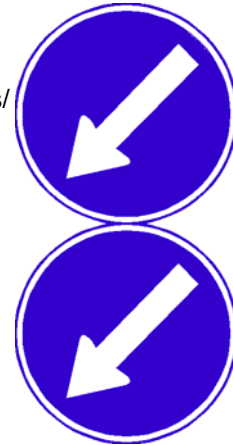
Each RG-16 sign should be slocated that an approaching driver has an uninterrupted view of it over a distance of at least 120 m in rural areas and at least 60 m in other areas.



RG - 17

SYMBOL : reflectorised white
BACKGROUND : reflectorised blue
BORDER : reflectorised white

For dimensions refer to
<http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>



RG - 17.1

SYMBOL : reflectorised white
BACKGROUND : reflectorised blue
BORDER : reflectorised white

Policy: Subject to formal authorization by the controlling authority an RG-17 sign must be erected at or near the nose of a physical traffic island to face approaching traffic where it is intended that traffic should pass to the left of the island nose.

No other sign may be attached to an RG-17 sign or its support other than: an additional RG-17 sign set at an angle to the other to cater for traffic approaching from another direction; or an RG-5 STOP or RG-6 GIVE WAY sign facing the opposing traffic.

In a situation where the traffic island is so narrow that an RG-17 sign is being damaged or would probably be damaged by turning vehicles the alternative RG-17.1 sign should be used.

RG-17 or RG-17.1 signs may also be used in roadworks situations to direct traffic around an obstruction and into temporary traffic lanes within a work site.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to SECTION 1.3: SIZE for detailed size requirements.

Location: Where right turning vehicles pass to the left of the sign it should be located as close as possible to the end of the traffic island. In other situations the sign should be located about 5 m beyond the end of the island. The mounting height of the sign must be such as to minimise obstruction to driver visibility, particularly across median islands at intersections. In such situations the signs should not be mounted higher than 150 mm above the surface of the island. No grass or groundcover planting should be allowed to obscure signs and, where necessary to avoid this, the island surface should be suitably paved in the vicinity. An approaching driver should have an uninterrupted view of the sign over a distance of at least 120 m in rural areas and at least 60 m in other areas.

Refer to the NZTA *Code of Practice for Temporary Traffic Management* regarding use of these signs in roadworks situations.

Markings: Pavement marking in advance of the traffic island at locations where the road surface is suitable may be installed and maintained as recommended in Part II, SECTION 2.08, of this manual.



LETTERS : *reflectorised white*
BACKGROUND : *reflectorised red*
BORDER : *reflectorised white*

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

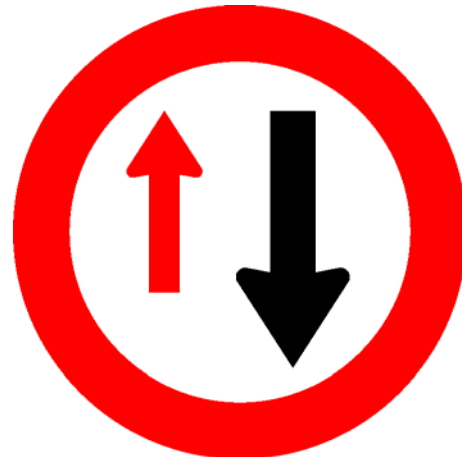
Policy: An RG-18 sign must be erected on a motorway off-ramp (or similar high speed section of one-way road) to warn drivers who may inadvertently enter the ramp at the terminal with the local road and attempt to proceed in the face of fast moving opposing traffic.

No sign other than a MOTORWAY ENDS sign on the reverse side may be displayed from the same support.

Location: The sign should be located 30 m from the off-ramp terminal facing, and to the left of, drivers who may enter the off-ramp in the wrong direction.

The sign should be erected 600 mm clear of the back of the ramp shoulder or kerb.

See also alternative sign MI - 38 at <http://www.nzta.govt.nz/resources/motsam/part-3/docs/motsam-3-section-06.pdf>



RG - 19.1

RG - 19

Policy: An RG-19 sign combination consists of a PW-44 NARROW BRIDGE sign and a circular symbolic GIVE WAY sign as detailed. A permissible substitute for the PW -44 sign component is a PW-43 (or PW-43.1) ROAD NARROWS sign. The circular GIVE WAY sign is always erected as a component of these combinations or in combination with a special rectangular worded GIVE WAY sign to form an RG-19.1 SINGLE LANE SUPPLEMENTARY GIVE WAY sign.

RG-19 signs are always used in conjunction with RG-19.1 signs and RG-20 SINGLE LANE - PRIORITY signs to indicate directional priorities at single lane bridges or sections of single lane roadway. (A single lane situation exists when the trafficable width of bridge or roadway is 5.0 m or less.) Such signing indicates the required actions of drivers when vehicles are simultaneously approaching a single lane bridge (or section of single lane roadway) from each direction.

The primary objectives of directional priority signing are to alert all drivers to a potentially dangerous situation (thus lessening the possibilities for head-on confrontation or collision) and to place the onus on drivers from a particular direction to be prepared to stop and yield right of way.

RG-19 signs should be erected in advance of the single lane section **on the approach considered most appropriate for give way control.**

Establishment of Priorities: The establishment of priorities for signing of single lane bridge (or roadway) situations requires careful consideration of several factors. The most important of these are length of the single lane section and approach visibility, particularly when drivers are unable to obtain a satisfactory preview of oncoming traffic, either within or on the far approach to the single lane section. Where possible, prudent priority strategy will ensure that the approach without an adequate preview (or the lesser degree of preview) of the situation **is signed with the give way restriction.** This is to avoid the creation of a situation of "blind priority" whereby drivers with inadequate visibility for safe stopping prior to the single lane section might otherwise be encouraged to "press on" and be unable to avoid a collision with an oncoming vehicle.

Other important factors to consider are approach conditions such as gradients and winter icing of the roadway as well as any other factors that may affect a vehicle's ability to stop safely.

Sign Size, RG-19: Refer to Fig. 6.1 for detailed size requirements of the PW (Warning Sign) component. Matching sizes for the circular GIVE WAY sign component are detailed in the table on the following page.

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Sign Size, RG-19.1: The size of the circular GIVE WAY sign should be the same as that specified for the preceding RG-19 sign. Only one size (600 × 250) of the rectangular worded GIVE WAY sign component is specified **for all sizes** of the circular sign.

Location, RG-19: The sign should be located where approaching drivers have an uninterrupted view of it over a distance of at least 120 m in rural areas and at least 60 m in urban areas.

The sign should be erected in advance of the bridge abutment or approach guardrail (from the position on a guardrailed approach where at least 6.0 m of trafficable roadway is available between the guardrails) (or section of single lane roadway) by at least the distance shown in the following table:

Operating Speed	Distance
50 km/h	65 m
70 km/h	100 m
90 km/h	140 m
100 km/h	160 m

Location, RG-19.1: The sign should be located at or near the bridge abutment (or single lane roadway section) in such a position as to be clearly visible to approaching drivers as they scan the road ahead. Normally the signs would be erected on the left-hand side but in some situations where the single lane section is immediately preceded by a sharp left-hand bend, consideration should be given to siting the sign on the right-hand side. This is to ensure optimum viewing by approaching drivers and to lessen the risk of the sign itself blocking the view of oncoming vehicles already on the single lane bridge (section).

Markings: Where the road surface is suitable the following pavement markings should be installed and maintained as specified in Part II, Section 4.05 of this Manual:

- (a) On both approaches the words "ONE LANE BRIDGE".
- (b) On the approach subject to the **give way restriction**, a single 300 mm wide reflectorised white limit line located at the end of a 20 m (min) length of continuous 100 mm wide centreline marking.

Delineation: Where bridge parapets or handrails are not protected by properly designed guardrails, **bridge end markers** should be installed and maintained as specified in Part II, SECTION 5.02 of this manual.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: An RG-20 sign combination consists of a PW-44 NARROW BRIDGE sign and a rectangular symbolic PRIORITY sign as detailed. A permissible substitute for the PW-44 sign component is a PW-43 (or PW-43.1) ROAD NARROWS sign. The rectangular symbolic PRIORITY sign is always erected as a component of these combinations. **It is never erected separately or in combination with any other sign.**

RG-20 signs are always used in conjunction with RG-19 SINGLE LANE - GIVE WAY and RG-19.1 SINGLE LANE - SUPPLEMENTARY GIVE WAY signs to indicate directional priorities at single lane bridges or sections of single lane roadway. (A single lane situation exists when the trafficable width of bridge or roadway is 5.0 m or less.) RG-20 signs are erected in advance of the single lane section **on the approach considered most appropriate for priority treatment.**

Refer to RG-19 for full details of application policy and establishment of priorities.

Sign Size: Refer to Fig 6.1 for detailed size requirements for the PW (warning sign) component. Matching sizes for the rectangular PRIORITY sign component are given herewith.

Location: The sign should be located where approaching drivers have an uninterrupted view of it over a distance of at least 120 m in rural areas and at least 60 m in urban areas.

The sign should be erected in advance of the position where the trafficable width of the approach road narrows to 6.0 m, or from the bridge abutment in all other cases, by at least the distance in the following table:

Operating Speed	Distance
50 km/h	65 m
70 km/h	100 m
90 km/h	140 m
100 km/h	160 m



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: An RG-21 sign combination consists of a PW-47 OVERHEAD ELECTRIC CABLE sign and a circular vertical clearance sign. **These two signs are always erected together as illustrated (never separately)** on the same support. No other sign is to be erected on the same support.

RG-21 signs must be erected by the road controlling authority in advance of railway crossings where the presence of overhead electrification cables creates a safe height restriction for road vehicles.

The safe vehicle height in metres as determined for each specific site by the railway operator shall be displayed on the circular vertical clearance sign.

Sign Size: Sign size is dependent on the particular application, ie urban or rural, two lane or multi-lane road etc. Refer to Fig. 6.1 for detailed size requirements for the PW-47 sign. The size of the circular sign should match the PW-47 sign, as indicated in the above table.

Location: The signs should normally be located on the left side of the roadway between the PW-57 RAILWAY LEVEL CROSSING AHEAD sign and the railway crossing. Approaching drivers should have an uninterrupted view of the sign over a distance of at least 120 m in rural areas and at least 60 m in other areas.

Where PW-13 RAILWAY CROSSING ON SIDEROAD type signs are erected then the RG-21 sign should be located as close as practicable to the intersection on the leg leading to the railway crossing. In this case or when the approach is multi-laned the signs should be repeated on the right-hand side of the road.

When erecting these signs care must be taken not to obscure any existing signs, signals or crossing alarm lights erected by the railway operator.

Additional signs may be placed in advance of the crossing at a wider section of the road where affected vehicles may turn around before approaching the crossing.

See also Part 9 of the Traffic Control Devices Manual which can be viewed at <http://www.landtransport.govt.nz/tcd-manual/part-9/docs/09-level-crossings.pdf>



LEGEND	:	<i>black</i>
BACKGROUND	:	<i>reflectorised white</i>
BORDER	:	<i>reflectorised red</i>

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

- NOTES:**
1. *If a white Class 1 reflectorised material background is used for this sign, then special care is required during installation to ensure that the orientation recommendations outlined in section 1 paragraph 1.10 of this Manual are complied with.*
 2. *The red sign border should always be Class 1 reflectorised material.*

Policy: An RG-22 sign must be erected where an additional lane is specially provided for the overtaking of slower vehicles over a limited length of the road.

RG-22 signs may also be erected elsewhere on multi-lane roads where such reminders are required.

A GI-6 PASSING LANE 400 m sign must be erected approximately 400 m in advance of the first RG-22 sign.

In rural areas IG-6.1 PASSING LANE " " km AHEAD signs should also be erected in advance of the RG-22 sign.

A PW-43.2 ROAD NARROWS AHEAD sign should be erected in advance of the PW-43 ROAD NARROWS sign located at the end of the additional lane, as shown in Fig. 2.6 in PART II of this manual.

Location: The sign should be erected on the left-hand side of the road, approximately 20 m after the pavement widening for the passing lane commences, and where approaching drivers will have with an uninterrupted view of it over a distance of at least 120 m.

RG-22 signs may also be erected at approximately 400 m intervals along a passing lane. The last RG-22 sign must however be located at least 400 m in advance of the PW-43.2 ROAD NARROWS " " AHEAD sign.

Markings: Pavement delineation markings should be installed and maintained as recommended in Part II, SECTIONS 2.05 and 2.07 of this manual.



SYMBOL : *black*
BACKGROUND : *reflectorised white*
BORDER : *reflectorised red*
DIAGONAL BAR : *reflectorised red*

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, RG-23 signs must be erected:

- (a) On a cycle path, but only when a suitable pedestrian path which has been indicated by an RG-25 sign is available, and continued use of the footpath by cyclists is experienced.
- (b) When physical barriers to pedestrian movement are not feasible (eg. at entrances to motorways).

No sign other than an RG-24 NO CYCLING sign may be attached to an RG-24 sign or its support.

Location: The sign shall be located where approaching cyclists have an uninterrupted view of it over a distance of 30 m.

If erected in conjunction with an RG-24 sign the RG-23 sign should be located below that sign.



SYMBOL : *black*
BACKGROUND : *reflectorised white*
BORDER : *reflectorised red*
DIAGONAL BAR : *reflectorised red*

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, RG-24 signs must be erected

- (a) On a footpath where cycling has been prohibited but continued use of the footpath by cyclists is experienced.
- (b) When physical barriers to cycle movement are not feasible (eg at entrances to motorways).

No sign other than an RG-23 NO PEDESTRIANS, RG-25 PEDESTRIANS sign may be attached to the RG-24 sign or its support.

Location: The sign shall be located where approaching cyclists have an uninterrupted view of it over a distance of 30 m.

If erected in conjunction with an RG-23 or RG-25 sign the RG-24 sign should be located below that sign.



SYMBOL : *reflectorised white*
BACKGROUND : *reflectorised blue*
BORDER : *reflectorised white*

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: RG-25 signs should be erected at the commencing point of:

- (a) A pedestrian facility that is not shared by cycles and other vehicles.
- (b) A footpath which parallels a cycle path designed for the exclusive use of cycles.

The RG-25 sign should not be used in other circumstances. No sign other than a parking sign or an RG-24 NO CYCLING sign may be attached to the RG-25 sign or its support.

Location: If erected in conjunction with a parking or RG-24 sign the RG-25 sign should be located above these.



SYMBOL	:	<i>black</i>
LEGEND	:	<i>black</i>
BACKGROUND	:	<i>reflectorised white</i>
BORDER	:	<i>reflectorised red</i>

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, RG-26 signs **may** be erected to supplement a full-time cycle lane marked on a road.

No sign other than an RG-23 NO PEDESTRIANS or an RG-26.1, RG-26.2 CYCLE LANE BEGINS/ENDS sign may be attached to an RG-26 sign or its support.

An RG 26.1 BEGINS sign may be used to augment the RG-26 sign at the start of a cycle lane and an RG-26.2 ENDS sign should augment the RG-26 sign at the end of a cycle lane. RG-26.1 and RG-26.2 supplementary signs shall be erected immediately below the RG-26 sign.

No other sign may be attached to an intermediate RG-26 sign or its support.

Location: The sign should be located where approaching cyclists have an uninterrupted view of it over a distance of at least 30 m. In addition it should be located:

- (a) At the beginning of a full-time cycle lane.
- (b) Immediately beyond each intersection or break in the cycle lane.
- (c) Repeated at intervals not exceeding 500 m along the cycle lane.
- (d) At the end of the cycle lane.



RG - 26.1



RG - 26.2

LEGEND : *black*
BACKGROUND : *reflectorised white*
BORDER : *reflectorised red*

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>



SYMBOL	:	<i>black</i>
LEGEND	:	<i>black</i>
BACKGROUND	:	<i>reflectorisred white</i>
BORDER	:	<i>reflectorisred red</i>

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, RG-26 signs **may** be used to supplement the markings of an exclusive cycle path.

No sign other than an RG-23 NO PEDESTRIANS or an RG-26.1, RG-26.2 CYCLE LANE BEGINS/ENDS sign may be attached to an RG-26A sign or its support.

An RG 26.1 BEGINS sign may be used to augment the RG-26A sign at the start of an exclusive cycle lane or path and an RG-26.2 ENDS sign should augment the RG-26A sign at the end of an exclusive cycle lane or path. RG-26.1 and RG-26.2 supplementary signs shall be erected immediately below the RG-26C sign.

No other sign may be attached to an intermediate RG-26A sign or its support.

Location: The sign should be located where approaching cyclists have an uninterrupted view of it over a distance of at least 30 m. In addition it should be located:

- (a) At the beginning of a part-time exclusive cycle path or lane.
- (b) Immediately beyond each intersection or break in the exclusive cycle path or lane.
- (c) Repeated at intervals not exceeding 500 m along the exclusive cycle path or lane.
- (d) At the end of the exclusive cycle path or lane.



SYMBOL	:	<i>black</i>
LEGEND	:	<i>black</i>
BACKGROUND	:	<i>reflectorised white</i>
BORDER	:	<i>reflectorised red</i>

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Note: The design of this sign is subject to change when the TCD Rule is next updated.

Policy: Subject to formal authorization by the controlling authority, an RG-26B sign should be used to direct all cyclists onto a particular path or route, eg. from a cycle lane to a cycle path, to use an off-ramp at a motorway/expressway interchange, etc.

No other sign may be attached to an RG-26B sign or its support.

Location: The sign should be located where approaching cyclists have an uninterrupted view of it over a distance of at least 30 m.



SYMBOL	:	<i>black</i>
LEGEND	:	<i>black</i>
BACKGROUND	:	<i>reflectorised white</i>
BORDER	:	<i>reflectorised red</i>

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Subject to formal authorization by the controlling authority, RG-26C signs shall be used to designate a shared path for use by pedestrians and cycles.

An RG 26.1 BEGINS supplementary sign May be used to augment the RG-26C sign at the start of a shared path and an RG-26.2 ENDS supplementary sign should augment the RG-26C sign at the end of a shared path. RG-26.1 and RG-26.2 supplementary signs shall be erected immediately below the RG-26C sign.

No other sign may be attached to an intermediate RG-26C sign or its support.

Location: The sign should be located where approaching pedestrians and cyclists have an uninterrupted view of it over a distance of at least 30 m. In addition it should be located:

- (a) At the beginning of a shared pedestrian/cycle path.
- (b) Immediately after each road crossing.
- (c) Repeated at spacings not exceeding 500 m along the shared path.
- (d) At the end of a shared path.



SYMBOL	:	<i>black</i>
LEGEND	:	<i>black</i>
BACKGROUND	:	<i>reflectorised white</i>
BORDER	:	<i>reflectorised red</i>

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

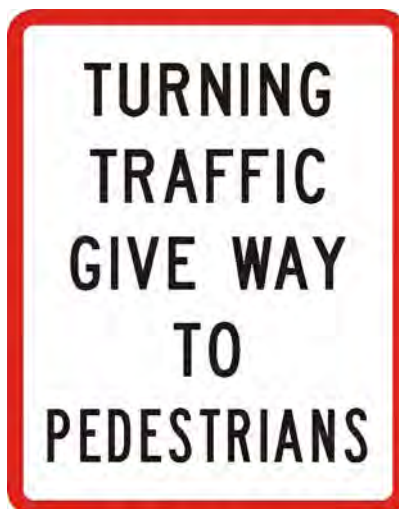
Policy: Subject to formal authorization by the controlling authority, RG-26D signs shall be used to designate a shared path for use by pedestrians and cycles and where the pedestrian and cycle positions are defined.

An RG 26.1 BEGINS supplementary sign may be used to augment the RG-26D sign at the start of a shared path and an RG-26.2 ENDS supplementary sign should augment the RG-26D sign at the end of a shared path. RG-26.1 and RG-26.2 supplementary signs shall be erected immediately below the RG-26D sign.

support.

Location: The sign should be located where approaching pedestrians and cyclists have an uninterrupted view of it over a distance of at least 30 m. In addition it should be located:

- (a) At the beginning of a shared pedestrian/cycle path where pedestrian and cycle positions are defined.
- (b) Immediately after each road crossing.
- (c) Repeated at spacings not exceeding 500 m along the shared
- (d) At the end of a shared path.



LEGEND : *black*
BACKGROUND : *reflectorised white*
BORDER : *reflectorised red*

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: RG-27 signs may be erected at a signalised intersection which has parallel pedestrian phases and where problems have been experienced with turning vehicles failing to yield right of way to pedestrians using crossings during pedestrian phases.

Location: These signs should be installed on the traffic signal poles immediately below the traffic signal head and oriented to face approaching drivers. Primary, secondary or tertiary locations may be chosen to obtain the best effect on driver behaviour.



LEGEND : reflectorised white
BACKGROUND : red (may be fluorescent)

Note: Sign has identical sign face on both sides, ie. double sided.

For dimensions of sign and pole refer to

<http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Staff-mounted RG-28 SCHOOL PATROL disc signs are to be used by **properly trained and supervised personnel** to control road traffic at sites where school patrols have been authorised to operate.

The basic requirements for RG-28 signs are set out in the Schedule 1 of the Land Transport Traffic Control Devices Rule. The Rule now requires a minimum size sign disc of 750 mm diameter mounted at an angle on a pole or staff not less than 1.5 m in length.

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Full operational requirements for the use of RG-28 SCHOOL PATROL signs are given in the *School Safety Team Manual* (New Zealand Police, Land Transport Safety Authority: December 2004).



ARROWS : *black*
BACKGROUND : *reflectorised white*
BORDER : *reflectorised red*
REVERSE : *white*

For details and dimensions of all versions of this sign refer to
<http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: RG-29 signs should be erected overhead in advance of an intersection having a multi-lane approach on which lane arrows (as described in Part II, Section 2) are marked and where, due to high traffic volume or special lane marshalling requirements, these lane arrows are not easily seen soon enough to promote correct lane usage.

A separate sign is required for each lane and the arrow(s) on the sign should indicate the same directions as the respective lane arrow(s) marked on the roadway.

No other signs may be attached to the supports or the suspension members.

Location: Each sign should be located approximately 15 m in advance of the intersection and above the centre of its respective lane with a vertical clearance between the bottom of the sign and the highest point on road surface immediately under the sign of at least:

- 5.4 m in all situations, and
- 6.0 m on an official over dimension route.



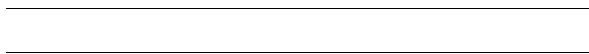
For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: RG-30 STOP ON RED SIGNAL signs *may* be added to RG-33 FLASHING LIGHT SIGNAL sign combinations to emphasise the requirement for drivers to stop when the railway level crossing flashing lights are operating. RG-30 STOP ON RED SIGNAL signs may also be installed to reinforce the requirement to stop at temporary or part time traffic signals.

Reflectorisation: Class 1 reflective materials shall be used on PW - 30 signs. Refer to SECTION 1.14(a) of this manual for details of the special requirements for Railway Level Crossing signs.

Location: When used at railway level crossings, RG-30 signs shall be mounted on RG-33 sign combinations with a minimum clearance of 1.5 m from the underside of the sign to the surface of the adjacent roadway, trafficable shoulder or top of kerb, whichever is the critical dimension. When used at traffic signals, RG-30 signs shall be mounted on the primary traffic signal pole immediately below the traffic signal head.

This section has been replaced with Part 9 of the Traffic Control Devices Manual
which can be viewed at
<http://www.nzta.govt.nz/resources/traffic-control-devices-manual/part-09-level-crossings/index.html>



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SYMBOL : reflectorised white
 BACKGROUND : reflectorised blue
 REVERSE : black

For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: Where it is possible for motorists to inadvertently drive to the left of an obstacle an RG-34 sign may be erected to indicate that traffic must pass to the right of the obstacle.

No other sign may be attached to an RG-34 sign or its support.

RG-34 signs shall not be used to highlight isolated hazards or kerb extensions on the left side of the road. Hazard, chevron or width (bridge end) markers should be used in these situations.

RG-34 signs may also be used in roadworks situations to direct traffic around an obstruction and into temporary traffic lanes within a work site.

Sign Size: Sign size is dependent on the particular application, ie rural or urban, two lane or multilane road etc. Refer to Section 1.3: SIGN SIZE for detailed size requirements.

Location: The sign should be located as close as possible to the obstacle that traffic must pass to the right of. The mounting height of the sign must be such as to minimise any obstruction to driver visibility, particularly across a median or separation island. In such situations the sign should not be mounted higher than 150 mm above the surface of the island. No grass or ground cover planting should be allowed to obscure signs, and where necessary, the surface should be suitably paved in the vicinity of the sign. An approaching driver should have an uninterrupted view of the sign over a distance of at least 120 m in rural areas and at least 60 m in other areas.

Refer to the NZTA *Code of Practice for Temporary Traffic Management* regarding the use of these signs in roadworks situations.



LEGEND	:	<i>black</i>
BACKGROUND	:	<i>reflectorised white</i>
BORDER	:	<i>reflectorised red</i>

For dimensions refer to
<http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: RG-35 or RG-35.1 signs must be erected on sections of road or street where the road controlling authority has restricted the use of the lane to buses or certain high occupancy and other authorised vehicles.

Additional words or symbols to define the nature of the restriction, its period of operation and to indicate the start or end of the restriction may be shown on supplementary plates erected immediately below RG-34 or RG-34.1 signs. The width of a supplementary plate shall match the width of the sign with which it is used.

Location: RP-35 or RP-35.1 signs should be erected along the side of the roadway subject to the restriction, approximately 30 to 100m in advance of the reserved lane, at intervals not exceeding 100 m, after each side street intersection and at the end of the restriction.

The signs indicating the start of a bus lane should be visible to an approaching driver for a distance of at least 120 m in rural areas and at least 60 m in other areas.

Markings: Pavement markings should be installed and maintained as recommended in Part II, Section 2.14 of this manual.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: A R5-3 sign consists of a NO HEAVY VEHICLES SYMBOL displayed on a standard Regulatory sign plate.

R5-3 signs should be used as a supplementary to a Regulatory sign where heavy vehicles are prohibited.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection, so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m.

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For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: A R3-5.3 sign consists of EXCEPT AUTHORISED VEHICLES text displayed on a standard Regulatory sign plate.

PW3-5.3 signs should be used as a supplementary to a Regulatory sign where authorised vehicles are exempt.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection, so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: A R3-5.1 sign consists of EXCEPT BUSES text displayed on a standard Regulatory sign plate.

R3-5.1 signs should be used as a supplementary to a Regulatory sign where buses are exempt.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection, so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: A R3-5.2 sign consists of EXCEPT CYCLES text displayed on a standard Regulatory sign plate.

R3-5.2 signs should be used as a supplementary to a Regulatory sign where cyclists are exempt.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection, so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m.



For dimensions refer to <http://www.nzta.govt.nz/resources/traffic-control-devices-manual/sign-specifications/>

Policy: A R7-1 sign consists of AHEAD text displayed on a standard Regulatory sign plate.

Location: The sign should normally be erected on the left-hand side at a point not more than 15 m before the intersection, so that an approaching driver has an uninterrupted view of the sign over a distance of at least 60 m.

R7-1 signs should be used as a supplementary to a Regulatory sign.