5.4 Third Party Issues

In addition to the matters below, Transit has a number of bylaws to control issues such as roadside vendors, roadside car sales and other operational matters. These are listed in the State Highway Control Manual SM012.

5.4.1 Advertising Signs

5.4.1.1 Introduction and issues

Official and unofficial signs

Signs help to convey a large amount of information to users of the state highway network, from signs conveying information about speed restrictions, hazards, directions and highway services (“official” signs) to advertising signs promoting goods, services, events, attractions and community benefit information (“unofficial” signs).

Because of the requirement to maintain a high level of traffic safety and efficiency on state highways, official signs are carefully designed and cause little or no problems in terms of driver distraction.

The potential effects on traffic safety, particularly driver distraction, created by unofficial signs is the key reason Transit seeks to control and influence the size, location, content and appearance of signs on or visible from a state highway.

Potential safety hazards of signs

Signs that are difficult to read can create a safety hazard. This is particularly so in high-speed environments (70km/h and above) when a driver’s ability to take in multiple pieces of information is greatly diminished.

In addition, a proliferation of signs beside a road can reduce their effectiveness and create visual clutter. Signs should ideally form an integral component of a state highway and not detract from it.

Poorly located signs can reduce visibility at intersections and bends. Unofficial signs placed in locations where they compete with or mimic official signs or traffic signals or are reflectorised can confuse drivers.

Poorly erected or maintained signs can present a safety hazard to road users if they fall or are blown onto the carriageway.

Amenity

Transit invests considerable amounts of time and money into landscaping and urban design treatments to integrate state highways into the local environment and improve visual quality. This integration can be compromised by inappropriate signage visible from the state highway.
### 5.4 – Third party issues

| Signs within the state highway road reserve | All advertising signs within the state highway road reserve are controlled by Transit through Bylaw 2003/13. Bylaw 2003/13 expressly prohibits advertising and other unofficial signs on motorways. On state highways advertising signs are generally not considered to be appropriate within any part of the state highway road reserve because of safety, amenity and operational reasons. Some types of advertising signs may be permitted, usually where they are for community events and the signs are temporary and there is no practical alternative location. These signs may also require resource consent from the territorial authority. Further policy and information on signs within the state highway reserve can be found in the State Highway Control Manual. |
| Advertising signs outside the state highway road reserve | Advertising signs on land outside the state highway road reserve are generally subject to controls administered by territorial authorities. This may be either district plan rules or through local authority bylaws made under the LGA. Where the sign is visible from a state highway, Transit often has input into proposals to erect advertising signs as an affected party under the RMA. Transit’s primary concern with signs visible from the state highway network is to avoid, remedy or mitigate the creation of risks to the safety of road users. However, if a local authority chooses to control signs by creating bylaws under the LGA, Transit may not have a formal ability to influence decision making. |

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6 On sections of state highway where the speed limit is 50km/h or lower this control only extends to the edge of the curb; controls beyond the curb lie with the relevant TLA.
### 5.4.1.2 Policy on unofficial signs

Transit will give effect to the Integrated Planning Policy by implementing this supporting policy:

#### Signs within the state highway road reserve

Transit will:

- generally not allow commercial advertising signs to be erected or maintained within the state highway reserve except where a state highway has a posted speed limit of 50km/h or below when Transit may allow commercial advertising signs to be erected on areas other than the carriageway or curb;
- assess proposals to erect signs within the state highway reserve in accordance with the State Highway Control Manual;
- require the removal of old, poorly maintained, inadequately secured or redundant signs that may present a safety hazard to state highway users;
- consider proposals to erect and/or maintain temporary community signs within the state highway reserve at sites where no practical alternative exists and where traffic safety is not compromised on a case-by-case basis; and
- not allow advertising on official signs or support structures.

#### Signs outside the state highway road reserve

Transit will:

- advocate for prevention of the erection of signs outside but visible from the state highway that may adversely affect traffic safety;
- advocate for appropriate structural construction standards for signs in the vicinity of a state highway that are equivalent to those required for official signage; and
- encourage the removal or replacement of old, poorly maintained, inadequately secured or redundant signs located outside but visible from the state highway.

#### Amenity

Control of the amenity effects of signage outside the state highway road reserve is primarily a local authority function. Transit will generally only seek to become involved in managing such amenity effects when state highway landscaping or other urban design outcomes may be compromised.

### 5.4.1.3 Methods

#### 5.4.1.3.1 Method 1 – Bylaw control

**Bylaws**

Transit seeks to avoid the adverse effects that signs can have on the safe and efficient operation of the state highway network through the application of controls on the location, number, size and design of signs through Bylaw 2003/13 (including any future updates) and the methods outlined in the State Highway Control Manual.
5.4 – Third party issues

5.4.1.3.2 Method 2 – Provisions in RMA plans

RMA plans

Transit will work with local authorities by advocating the inclusion of policies and rules in district plans and regional coastal plans to control signs that may impact adversely on the state highway. Transit will advocate for signs to be controlled through RMA plans (rather than through bylaws under the LGA) and will seek the inclusion of objectives, policies and rules that:

- specify minimum performance standards for signs including criteria in accordance with:
  - clause 4.7 and 13.7(c) of the Land Transport NZ Traffic Control Devices Rule;
  - Land Transport NZ Road Traffic Standard 7: Advertising Signs and Road Safety: Design and Location Guidelines (RTS7);
  - AS/NZS 1170 (Structural Integrity of Signs) or Road Safety Manufacturers’ Association Compliance Standard for Traffic Signs;
  - traffic safety requirements, including requirements to protect vehicular and pedestrian safety and prevent the imitation of official traffic signs or the obscuring of views of intersections or curves.
- identify Transit as an affected party where the sign is visible from the state highway and either the above performance standards are not met or where the state highway speed limit is 70km/h or above.

Suggested objectives, policies and rules are contained in Appendix 4B.

5.4.1.3.3 Method 3 – Education

Education

Transit will be proactive in informing territorial authorities, developers, land owners and the wider public of the need to control signs that are visible from a state highway to minimise any adverse effects on the safe and efficient operation of the state highway.

To achieve this Transit will provide information that outlines Transit’s position in relation to the placement and design of various types of signage. This may include brochures, manuals, information on Transit’s website or other opportunities as they arise.

5.4.2 Lighting

5.4.2.1 Introduction and issues

Context

Night-time lighting can help to promote security and personal safety, advertise commercial enterprises, permit outdoor working and sports activities and highlight features of interest. However, if poorly designed, installed or maintained, artificial lighting can create adverse safety effects on road users. It can also affect the character and amenity of areas.
### Effects of lighting

The effects of lighting are influenced by many factors including the type and orientation of lighting used. Poorly designed, installed or maintained lighting can create safety hazards for motorists, cyclists and pedestrians by:

- misleading the driver as to the road alignment;
- shining directly at drivers;
- obscuring road signs or markings; or
- distracting a driver’s attention.

Bright light distraction may sometimes be an issue for the construction period of a development.

Inappropriate lighting can also distract from the features of special areas such as night time views of lakes or mountains.

### Reflections

Inappropriate building design or materials can also reflect light in a manner that may result in adverse effects on safety. The use of highly reflective building surfaces, such as glass, in positions where they are likely to reflect car headlights can cause driver distraction and confusion.

### Confusion caused by adjacent roads or railway lines

In some situations the lights of vehicles on roads or accessways joining or running parallel to a state highway can dazzle or cause confusion to state highway traffic. The same situation can also arise when a rail corridor runs parallel to a state highway. Careful design or screening can reduce this hazard.

### State highway lighting

Guidance on Transit’s management of state highway lighting is contained in the State Highway Control Manual and Geometric Design Manual. Consideration also needs to be paid to ensuring lighting is consistent with Transit’s commitment to the New Zealand Urban Design Protocol and in particular that it complements the surrounding environment while also being functional.

### 5.4.2.2 Lighting policy

Transit will give effect to the Integrated Planning Policy by implementing this supporting policy:

Transit will manage artificial lighting potentially affecting state highways so that driver distraction and confusion is minimised.
5.4 – Third party issues

5.4.2.3 Methods

5.4.2.3.1 Method 1 – Provisions in RMA plans

RMA plans

Transit will advocate for the inclusion of objectives, policies and rules in district plans and regional coastal plans that:

- ensure permanent or temporary artificial lighting is designed, installed and maintained in accordance with AS/NZS 1158 (Lighting For Roads and Public Spaces) and AS 4282 (Control of the Obtrusive Effects of Outdoor Lighting);
- control the illumination and lighting of advertising, in accordance with the recommended maximums for light intensity as contained in the Land Transport NZ Road Traffic Standard 7: Advertising Signs and Road Safety: Design and Location Guidelines (RTS7); and
- identify Transit as an affected party in respect of any applications for resource consent for activities in the vicinity of state highways that do not comply with the above performance standards.

Suggested objectives, policies and rules are contained in Appendix 4B.

5.4.2.3.2 Method 2 – Education

Education

Transit will provide information to local authorities, developers, landowners and the wider public that outlines Transit’s position in relation to the design, installation and maintenance of various types of lighting. This may include brochures, manuals, information on Transit’s website or other opportunities as they arise.

5.4.2.3.3 Method 3 – Screening

Screening

Transit will prevent glare from headlights of vehicles on roads joining or running parallel to state highways that is creating a safety hazard through the use of earth mounds, planting, walls or landscaping within the local road or state highway reserve. Guidance on these matters can be found in Transit’s Guidelines for Highway Landscaping.