



**TE MANATŪ WAKA**  
MINISTRY OF TRANSPORT

Pursuant to sections 152, 153, 157 and 160 of the Land Transport Act 1998, and after having had regard to the criteria specified in section 164(2) of that Act

I, Hon David Parker, Minister of Transport

make the following ordinary Rule:

Land Transport Rule: Street Layouts 2023.

Signed at Wellington

This 17th day of July 2023

Hon David Parker

Minister of Transport

**Land Transport Rule**

**Street Layouts 2023**

As at 30 October 2024

# Land Transport Rule

## Street Layouts 2023

As at 30 October 2024

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## Extent of consultation

Waka Kotahi NZ Transport Agency published a draft of the Rule along with explanatory material on its website for public consultation on 9 August 2022. Notice of the availability of the consultation draft for comment was sent by email to over 1000 groups and individuals who had registered an interest in land transport rules and published on Waka Kotahi website. There was a variety of media releases including a statement from the Minister. Waka Kotahi created 6 separate posts on social media including Facebook and Instagram. Consultation was open for submissions until 19 September 2022. Waka Kotahi received 898 submissions on the consultation draft, which were taken into account in finalising the draft Rule. The proposed Rule was then submitted to the Minister of Transport for signing.

Three separate public webinars were also held during the consultation, including one accessible webinar.

## Compilation notes

### **1 General**

This is a compilation of *Land Transport Rule: Streets Layout 2023* that incorporates all the amendments to that Rule as at the date of the last amendment to it.

### **2 Amendments incorporated in this reprint**

*Land Transport Rule: Setting of Speed Limits 2024.*

## **Section 1 Preliminary provisions**

### **1.1 Title**

This Rule is Land Transport Rule: Street Layouts 2023.

### **1.2 Commencement**

This Rule comes into force on 21 August 2023.

### **1.3 Objective**

The objective of this Rule is to—

- (a) empower road controlling authorities to prohibit or restrict access to roadways and to change the use of roadways, including by creating school streets; and
- (b) empower road controlling authorities to install, as a pilot, street layout changes on a road as a form of consultation; and
- (c) set out rules for the authorisation of, access to and use of community streets.

### **1.4 Interpretation**

- (1) In this Rule, unless the context otherwise requires,—

**Act** means the Land Transport Act 1998

**Auckland Transport** means the entity established under [section 38](#) of the Local Government (Auckland Council) Act 2009

**community street** means a roadway authorised as a community street by a road controlling authority in accordance with Section 4

**Crown entity** has the same meaning as in [section 7](#) of the Crown Entities Act 2004

**emergency services** means—

- (a) the New Zealand Police continued under [section 7](#) of the Policing Act 2008; and
- (b) Fire and Emergency New Zealand continued under [section 8](#) of the Fire and Emergency Act 2017; and
- (c) any ambulance service as defined by [clause 1.6](#) of the Road User Rule

**feedback period**, in relation to a pilot, means the period during which the road controlling authority will receive feedback from the public on the pilot

**government department** means a department or departmental agency as defined in [section 5](#) of the Public Service Act 2020

**local authority** has the same meaning as in [section 5\(1\)](#) of the Local Government Act 2002 and also includes Auckland Transport

**pilot** means one or more street layout changes installed on a road by a road controlling authority in accordance with Section 3

**pilot period**, in relation to a pilot, means the 2-year period beginning on the date that the road controlling authority completes installation of the pilot

**road** includes a roadway, footpath, cycle path, and shared zone

**Road User Rule** means the Land Transport (Road User) Rule 2004

**school street** means a roadway by or near a school on which the road controlling authority has prohibited or restricted the use of motor vehicles under clause 2.1 during student drop-off and pick-up times

**shared path** means a path to which [clause 11.1A](#) of the Road User Rule applies

**specified organisations**, in relation to a pilot, means any of the following that, in the opinion of the road controlling authority, may be affected by the pilot:

- (a) any emergency services:
- (b) any part of the New Zealand Defence Force constituted by [section 11\(1\)](#) of the Defence Act 1990:
- (c) any utility operator as defined by [section 4](#) of the Utilities Access Act 2010:
- (d) the Civil Defence Emergency Management Group established under the Civil Defence Emergency Management Act 2002 for the area in which the pilot is or is to be located:
- (e) any regional council (as defined in [section 5\(1\)](#) of the Local Government Act 2002) and any council-controlled organisation (as defined in [section 6](#) of the Local Government Act 2002) that is responsible for managing the public transport network

**street layout change** has the meaning in clause 3.1(3)

**traffic calming device** has the same meaning as in Part 2 of the Traffic Control Devices Rule

**Traffic Control Devices Rule** means Land Transport Rule: Traffic Control Devices 2004

- (2) A term that is used in this Rule and defined in the Act, but not defined in this Rule, has the meaning given in the Act (for example, **Agency, Director, and motor vehicle**).
- (3) A term that is used in this Rule and defined in the Road User Rule, but not defined in this Rule or the Act, has the meaning given in the Road User Rule (for example, **bus lane, cycle, cycle lane, cycle path, emergency vehicle, footpath, install, mobility device, pedestrian, roadway, shared zone, special vehicle lane, and wheeled recreational device**).
- (4) A reference to a road or roadway includes—
  - (a) part of a road or roadway (as the case may be); and
  - (b) an area of roads or roadways (as the case may be).
- (5) The powers conferred under this Rule do not limit any powers of a road controlling authority under any other enactment.

### **1.5 Road controlling authority must take Agency or Director guidance into account**

A road controlling authority must take into account any relevant guidance created by the Agency or the Director before—

- (a) taking an action under clause 2.1; or
- (b) installing or removing an object or objects under clause 2.3; or
- (c) placing, installing, or modifying a pilot under Section 3 or making a decision about a pilot under clause 3.7, 3.8 or 3.9; or
- (d) authorising or modifying a community street under Section 4.

## **Section 2 Changing the use of roadways**

### **2.1 Road controlling authority may change the use of roadways**

- (1) A road controlling authority that is a local authority, government department or Crown entity may, in accordance with this Rule, take any of the following actions in relation to a roadway that it controls:



- (a) prohibit or restrict through traffic by motor vehicles, or one or more classes of motor vehicle, at a given point on the roadway:
  - (b) prohibit or restrict the use of one or more classes of motor vehicle (but not all motor vehicles) on the roadway (including an area or areas of roadway at or in the vicinity of an intersection between two or more roadways):
  - (c) create a school street.
- (2) A prohibition or restriction under subclause (1)(a) or (b) may apply at all times, at specified times or during specified conditions.
- (3) The creation of a school street under subclause (1)(c) may apply at specified student drop-off and pick-up times.
- (4) The purposes of actions taken under subclause (1) must be any of the following:
- (a) to improve the access and mobility of any of the following:
    - (i) pedestrians:
    - (ii) cyclists:
    - (iii) riders of mobility devices:
    - (iv) riders of wheeled recreational devices:
  - (b) to improve the operation of public transport:
  - (c) to protect and promote public health and safety:
  - (d) to support environmental sustainability, including reducing carbon dioxide emissions:
  - (e) to create public spaces that support the wellbeing of communities.
- (5) A road controlling authority must notify any action taken under subclause (1) to the public and to any emergency services that, in the opinion of the road controlling authority, may be affected by the action.
- (6) To provide further clarity, a road controlling authority taking any action under subclause (1)(a) or (b) may define, as it thinks fit, any class or classes of motor vehicle to which the prohibition or restriction relates.

## **2.2 Road controlling authority must consider certain matters before changing the use of roadways**

Before taking an action in relation to a roadway that it controls under clause 2.1(1), a road controlling authority must consider—

- (a) whether that roadway is a key route for freight in the local area, a usual route for emergency vehicles, or a bus route; and
- (b) the safety of alternative routes suitable for the traffic that will be affected when the prohibition or restriction is in operation; and
- (c) in respect of the roads that will be affected by the action—
  - (i) how many roads will be affected; and
  - (ii) the type of roads (for example, residential, arterial, or feeder) that will be affected; and
  - (iii) the usual volumes and speed of traffic on those roads.

## **2.3 Road controlling authority may install or remove certain objects on roadway**

A road controlling authority that takes an action in relation to a roadway that it controls under clause 2.1(1) may, in accordance with this Rule, place, install or remove an object or objects (for example, a bollard, plant, or street furniture) on that roadway to give effect to a prohibition or restriction that is or is part of that action.

## **2.4 School streets**

- (1) Despite clauses [11.1\(1\)-\(3\)](#) and [11.6](#) of the Road User Rule, a pedestrian, rider of a mobility device, or rider of a wheeled recreational device may use and remain on a roadway that is in operation as a school street.
- (2) However, a pedestrian, rider of a mobility device, or rider of a wheeled recreational device must not unreasonably impede the passage of a motor vehicle that may be driven on the roadway under subclause (3) or (5).
- (3) When a roadway is in operation as a school street, a person must not drive a motor vehicle on the roadway unless—
  - (a) the person does so for the purpose of reaching or leaving a property within the school street; and

- (b) in the case of a person driving a motor vehicle on the roadway for the purpose of reaching or leaving the school, permission to drive the motor vehicle on the roadway for that purpose has been given by—
  - (i) the road controlling authority; or
  - (ii) the principal of the school or any other person that the principal has authorised to give that permission; and
- (c) in the case of a person driving a motor vehicle on the roadway for the purpose of reaching or leaving any property other than school, there is no way for the motor vehicle to reach or leave that property other than by being driven on the roadway.
- (4) A person driving a motor vehicle on a roadway in operation as a school street must give way to pedestrians, cyclists, riders of mobility devices, and riders of wheeled recreational devices using the roadway.

#### *Emergencies*

- (5) Despite subclauses (3) and (4), a person may drive a motor vehicle on a roadway that is in operation as a school street if—
  - (a) the motor vehicle is an emergency vehicle; or
  - (b) the motor vehicle is being used to attend to an emergency in or near the school street.

### **Section 3 Pilots of street layout changes**

#### **3.1 Road controlling authority may install street layout changes as a pilot**

- (1) Without limiting any other power, a road controlling authority that is a local authority, government department or Crown entity may install a pilot on a road that it controls in accordance with this Section for the purpose in subclause (2).
- (2) The purpose of installing a pilot is to allow a road controlling authority to—
  - (a) make street layout changes on a road, without having to make or amend a bylaw or exercise any other power under any other enactment; and
  - (b) receive and consider feedback from the public on the changes, based on their experience of using the street

layout changes on the road, before the road controlling authority decides whether to make the changes permanent.

- (3) In this Rule, **street layout change**, in relation to a road, means a change to the way that the road is laid out for any of the purposes in subclause (5) and includes (without limitation) any of the following:
- (a) installing, removing, or changing the part of the road to be used as, any of the following:
    - (i) a bus stop:
    - (ii) a special vehicle lane, including a bus lane or a cycle lane:
    - (iii) a cycle path:
    - (iv) a footpath:
    - (v) a shared path:
    - (vi) a shared zone:
    - (vii) a pedestrian crossing:
    - (viii) a crossing intended to be used by cyclists:
  - (b) installing or removing traffic calming devices:
  - (c) placing, installing or removing bollards, kerb cut-outs, kerb build-outs, plants, trees, or street furniture:
  - (d) installing or removing car parks:
  - (e) changing the intended use of car parks (for example, by designating an area of road as a loading zone or to be time-restricted or by reserving a parking area for disabled persons):
  - (f) changing the way the road is laid out to improve access around a bus stop:
  - (g) installing or removing traffic control devices to instruct road users of a prohibition or restriction:<sup>1</sup>
  - (h) setting a new speed limit for the road (*see* Land Transport Rule: Setting of Speed Limits 2024, clauses 2.8 and 2.9.)

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<sup>1</sup> Explanatory note: Any traffic control device a road controlling authority installs must comply with the Traffic Control Devices Rule. If the road controlling authority wants to, as part of the pilot, trial a new traffic control device, it must make a separate application to the Agency under clause 3.4 of the Traffic Control Devices Rule.

- (4) A street layout change may apply at all times, at specified times or during specified conditions.
- (5) The purposes of a change to the way that the road is laid out for a pilot may be any of the following:
  - (a) to improve the access and mobility of any of the following:
    - (i) pedestrians:
    - (ii) cyclists:
    - (iii) riders of mobility devices:
    - (iv) riders of wheeled recreational devices:
  - (b) to improve the operation of public transport:
  - (c) to protect and promote public health and safety:
  - (d) to support environmental sustainability, including reducing carbon dioxide emissions:
  - (e) to create public spaces that support the wellbeing of communities.
- (6) To provide further clarity, a road controlling authority may make the decision to install a pilot in any way it considers appropriate, provided it follows the requirements in this Section.
- (7) Nothing in this clause limits or affects clause 8.2(2) of the Traffic Control Devices Rule (which requires a road controlling authority to obtain the approval of the Agency before marking a pedestrian crossing on a road for which a speed limit of more than 50 km/h is set).

*Clause 3.1(3)(h): amended on 30 October 2024, by clause 10.10(1) of the Land Transport Rule: Setting of Speed Limits 2024.*

### **3.2 Certain street layout changes may not be installed as a pilot**

Despite clause 3.1, the following street layout changes may not be installed as a pilot:

- (a) installing, removing, or changing the part of the road to be used as, a pedestrian mall (*see* section [336](#) of the Local Government Act 1974):
- (b) erecting a shelter on the footpath of any road for use by intending public-transport passengers or small passenger service vehicle passengers (*see* section [339](#) of the Local Government Act 1974).

### **3.3 Road controlling authority must consider effects of pilot on certain persons**

Before deciding whether to install a pilot, a road controlling authority must consider the effects that the pilot would be likely to have, if installed, on disabled persons, persons with reduced mobility, and persons pushing a perambulator or pushchair.

### **3.4 Pilot must be notified**

Before installing a pilot, a road controlling authority must—

- (a) notify the public and specified organisations, in any way that it considers appropriate but no later than four weeks before the pilot is installed, that a pilot is to be installed; and
- (b) provide, as part of the notification, information about:
  - (i) the purpose of the pilot; and
  - (ii) the road on which the pilot is to be located; and
  - (iii) what street layout changes will be installed on the road as part of the pilot, including any prohibitions or restrictions that will apply to who can use the area affected by the pilot; and
  - (iv) the period during which the pilot is intended to operate (which may not be longer than 2 years after the date that the road controlling authority completes installation of the pilot); and
  - (v) how the public can provide feedback on the pilot to the road controlling authority; and
  - (vi) the feedback period for the pilot.

### **3.5 Road controlling authority's obligations during pilot**

Once a road controlling authority has installed a pilot, the road controlling authority must—

- (a) monitor the operation of the pilot; and
- (b) give the public a reasonable opportunity to provide feedback—
  - (i) on the pilot; and
  - (ii) on any modification to the pilot under clause 3.6 (unless the road controlling authority considers that the modification is minor).

### **3.6 Road controlling authority may modify pilot**

- (1) A road controlling authority may modify the pilot by making further street layout changes on the road, if—
  - (a) the road controlling authority considers it appropriate to do so; and
  - (b) the modification is for any of the purposes in clause 3.1(5).
- (2) Before modifying a pilot, a road controlling authority must—
  - (a) notify the public and specified organisations, in any way that it considers appropriate but no later than two weeks before the pilot is modified, that the pilot is to be modified; and
  - (b) provide, as part of that notification, the information specified in clause 3.4(b) updated as necessary in the light of the modification.
- (3) However, subclause (2) does not apply if the road controlling authority—
  - (a) considers that the modification is minor; or
  - (b) modifies the pilot to address matters that the road controlling authority considers to be urgent safety risks.
- (4) Modifying the pilot does not alter the pilot period for that pilot.
- (5) For greater clarity, in this clause **modifying a pilot** does not include altering a feedback period under clause 3.7 or ending a pilot early under clause 3.8.

### **3.7 Road controlling authority may alter feedback period**

- (1) Once a road controlling authority has installed a pilot, the road controlling authority may alter the feedback period.
- (2) A road controlling authority must notify the public of the new feedback period at least 2 weeks before the feedback period is proposed to end.

### **3.8 Road controlling authority may end pilot early**

A road controlling authority may end a pilot before the pilot period has expired (*see also* clause 3.12).

### **3.9 Road controlling authority must decide whether to make pilot permanent**

- (1) This clause applies unless a road controlling authority has ended a pilot under clause 3.8.
- (2) Before the pilot period expires, a road controlling authority must decide whether to—
  - (a) make the street layout changes that were the subject of the pilot permanent (whether in whole or in part and whether with or without further modification); or
  - (b) return the road (or any part of the road) to its street layout immediately before the pilot was installed (*see also* clause 3.12).
- (3) Before making the decision in subclause (2), the road controlling authority—
  - (a) must consider any information or data it has collected while monitoring the operation of the pilot; and
  - (b) must consider any public feedback it received on the pilot during the feedback period; but
  - (c) is not required to carry out any other consultation.
- (4) To provide further clarity, nothing in this Rule prevents the road controlling authority from carrying out any further consultation on the pilot before making the decision in subclause (2).

### **3.10 Decisions on pilot must be notified**

- (1) The road controlling authority must, as soon as reasonably practicable, notify the public and specified organisations of any decision to end a pilot under clause 3.8 and any decision under clause 3.9(2).
- (2) The road controlling authority must also, as soon as reasonably practicable, make publicly available—
  - (a) a summary of any information or data collected on the operation of the pilot that the road controlling authority considered when deciding to end the pilot under clause 3.8 or when making a decision under clause 3.9(2); and
  - (b) a summary of feedback received on the pilot; and
  - (c) the reasons why the road controlling authority ended the pilot or made its decision under clause 3.9(2) (as the case may be).



### **3.11 Street layout changes may remain in place if pilot made permanent**

- (1) This clause applies if the road controlling authority decides under clause 3.9(2)(a) to make the street layout changes that were the subject of the pilot permanent (whether in whole or in part and whether with or without further modification).
- (2) The road controlling authority may keep installed on the road the street layout changes that were the subject of the pilot.
- (3) Despite subclause (2), street layout changes may be kept installed on the road only during the period in subclause (4), if those changes are inconsistent with the provisions of any bylaw—
  - (a) in force at the beginning of the pilot period; or
  - (b) made or amended after the beginning of the pilot period.
- (4) The period is the shorter of—
  - (a) 5 years after the road controlling authority decides to make the pilot permanent; and
  - (b) when the bylaw is reviewed.

### **3.12 Road controlling authority's obligations if pilot is ended early or not made permanent**

A road controlling authority must remove a pilot from the road if the road controlling authority—

- (a) ends the pilot under clause 3.8; or
- (b) decides to return a road to its previous street layout under clause 3.9(2)(b).

## **Section 4 Community streets**

### **4.1 Road controlling authority may authorise community streets**

- (1) A road controlling authority that is a local authority, government department or Crown entity may, in accordance with this Rule, authorise the operation of community streets on roadways that it controls.
- (2) The purpose of a community street is to temporarily restrict motor vehicle traffic on a roadway so that children can play safely on the roadway.
- (3) A road controlling authority may grant an authorisation under subclause (1)—

- (a) for a period that does not exceed 12 months; and
  - (b) subject to any conditions that the road controlling authority considers appropriate; and
  - (c) only if, in the opinion of the road controlling authority—
    - (i) pedestrians, riders of mobility devices, and riders of wheeled recreational devices will still be able to reach and leave properties on the roadway while the community street is in operation; and
    - (ii) it will be safe for pedestrians, riders of mobility devices, and riders of wheeled recreational devices to use and remain on the roadway while the community street is in operation; and
    - (iii) there has been adequate consultation with residents whose properties are on the roadway on which the community street is to operate.
- (4) Without limiting subclause (3)(b), the conditions may permit one or more classes of motor vehicle to use the roadway while it is in operation as a community street.

#### **4.2 Road controlling authority may modify when a community street is authorised to operate**

- (1) This clause applies to an authorisation under clause 4.1(1).
- (2) During the period for which the authorisation was granted, the road controlling authority may modify when the community street is authorised to operate during that period.
- (3) If a road controlling authority modifies when the community street is authorised to operate under subclause (2), the road controlling authority may do any of the following:
  - (a) add a new condition:
  - (b) remove an existing condition:
  - (c) change an existing condition.

#### **4.3 Community street must be notified**

- (1) This clause applies to an authorisation under clause 4.1(1).
- (2) The road controlling authority must notify the authorisation, no later than four weeks before the first occurrence of the community street, to—

- (a) any emergency services that, in the opinion of the road controlling authority, may be affected by the authorisation; and
  - (b) any other persons the road controlling authority considers appropriate.
- (3) The road controlling authority must notify the authorisation in the way that the road controlling authority considers proportionate to the risks and impacts on traffic while the community street is in operation.
- (4) If a road controlling authority modifies any authorisation under clause 4.2, the road controlling authority must notify the modification to any emergency services that, in the opinion of the road controlling authority, may be affected by the modification.

#### **4.4 Signage**

If an authorisation under clause 4.1(1) is granted subject to a condition that signs must be installed to indicate the operation of the community street and the restrictions on access by motor vehicles, those signs must be in accordance with the Traffic Control Devices Rule.

#### **4.5 Use of and access to community streets**

- (1) Despite clauses [11.1\(1\)-\(3\)](#) and [11.6](#) of the Road User Rule, a pedestrian, rider of a mobility device, or rider of a wheeled recreational device may use and remain on a roadway that is in operation as a community street.
- (2) However, a pedestrian, rider of a mobility device, or rider of a wheeled recreational device must not unreasonably impede the passage of a motor vehicle that may be driven on the roadway under subclause (4).
- (3) When a roadway is in operation as a community street, a person must not drive a motor vehicle on the roadway.
- (4) Despite subclause (3), a person may drive a motor vehicle on a roadway that is in operation as a community street if—
- (a) the motor vehicle is an emergency vehicle; or
  - (b) the motor vehicle is being used to attend to an emergency in or near the community street; or
  - (c) the conditions on which the road controlling authority granted the authorisation under clause 4.1(1) permit the

motor vehicle to be driven on the roadway while it is in operation as a community street.

## **Section 5 Director's powers regarding road controlling authorities' actions under this Rule**

### **5.1 Director may investigate and direct road controlling authorities**

- (1) The Director may investigate a road controlling authority for compliance with this Rule, or with the Traffic Control Devices Rule to the extent that an action under this Rule means that the road controlling authority must comply with a requirement of the Traffic Control Devices Rule.
- (2) The Director must notify a road controlling authority in writing if the Director considers that the road controlling authority has not complied with this Rule or the Traffic Control Devices Rule (as the case may be) and give the road controlling authority a reasonable opportunity to respond.
- (3) If, after considering the road controlling authority's response under subclause (2), the Director is not satisfied that the road controlling authority has complied, the Director may issue directions to the road controlling authority requiring the road controlling authority to review, rectify or modify the non-compliance and may require the instructions in the direction to be completed within a stated period.
- (4) A road controlling authority must comply with the directions given by the Director under this clause.

### **5.2 Director may exercise powers of road controlling authority in certain circumstances**

If a road controlling authority does not comply with directions given under clause 5.1, the Director may, by notice in the *Gazette*, exercise the power of the road controlling authority under this Rule or the Traffic Control Devices Rule, as the case may be.

## **Section 6 Amendments to other land transport rules**

*[Revoked]*

*Section 6: revoked on, 30 October 2024, by clause 10.10(2) of the Land Transport Rule: Setting of Speed Limits 2024.*

**Schedule**  
**Amendments to Schedule 1 of Land Transport Rule: Traffic**  
**Control Devices 2004**

*[Revoked]*

*Schedule: revoked on, 30 October 2024, by clause 10.10(2) of the Land Transport Rule: Setting of Speed Limits 2024.*