WELLINGTON, NEW ZEALAND

PURSUANT to Section 152 of the Land Transport Act 1998

I, Harry James Duynhoven, Minister for Transport Safety,

HEREBY make the following ordinary Rule:

Land Transport Rule: Traffic Control Devices Amendment

SIGNED AT Wellington

This 8th day of August 2005

Harry James Duynhoven
Minister for Transport Safety

Land Transport Rule
Traffic Control Devices Amendment 2005
Rule 54002/1
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Objective of the Rule

**Land Transport Rule: Traffic Control Devices Amendment 2005** amends **Land Transport Rule: Traffic Control Devices 2004**, which specifies the requirements for the design, construction, installation, operation and maintenance of traffic control devices, and sets out the functions and responsibilities of road controlling authorities in providing traffic control devices.

The objectives of this amendment to **Land Transport Rule: Traffic Control Devices 2004** are:

- to substitute a new Roundabout Give-Way sign (R2-3) that incorporates the words ‘Give Way’, and a new Give-way Roundabout variable sign (R2-3.1); and to substitute a new R1-2.1, variable speed sign for the existing sign;
- to amend the definitions of ‘transit lane’ and ‘bus lane’ to allow mopeds to use bus lanes and transit lanes (a corresponding amendment has been included in **Land Transport (Road User) Rule 2004**);
- to make some minor corrections to the Rule, including the insertion of a lane-use arrow diagram that had been inadvertently omitted from Schedule 2 and corrections to the ‘Permitted steady sign displays’ material in Schedule 3.

Extent of consultation

For the purposes of consultation, a number of amendments proposed to **Land Transport Rule: Traffic Control Devices 2004** and 12 other **Land Transport Rules** were combined into a single draft Rule, **Land Transport Rule: Omnibus Amendment 2005** (the *Omnibus Amendment Rule*). The changes proposed were intended mainly to convert remaining provisions in the **Traffic Regulations 1976** to Rules, to update vehicle standards, to delete redundant provisions and clarify provisions and to correct some errors in Rules.
On 1 April 2005, Land Transport New Zealand (Land Transport NZ) sent a letter containing the Rule amendment proposals to about 2200 groups and individuals who had registered an interest in the Rules to be amended, and sought submissions on the proposed changes. The draft Omnibus Amendment Rule was made available through the Land Transport NZ Help Desk and was available together with Questions and Answers on the Land Transport NZ website. The availability of the draft was publicised in five metropolitan daily newspapers, Te Karere National News and the New Zealand Gazette. Land Transport NZ received 33 submissions on the draft Omnibus Amendment Rule, of which 11 commented on the proposals relating to traffic control devices.

Following consultation, the provisions in the draft Omnibus Amendment Rule were split into separate amendment Rules, including this Rule. The submissions that were received were taken into account in drafting the amendment Rules before the Rules were submitted to the Minister for Transport Safety for signing.
Part 1  Rule requirements

Section 1  Application

1.1  Title
1.1(1) This Rule is Land Transport Rule: Traffic Control Devices Amendment 2005.
1.1(2) In this Rule, Land Transport Rule: Traffic Control Devices 2004 is called ‘the principal Rule’.

1.2  Date when Rule comes into force
This Rule comes into force on 15 September 2005.

Section 2  Amendments relating to traffic control devices

2.1  Signs on traffic signals or pedestrian poles
Subclause 4.5(2) of the principal Rule is amended by omitting the expression “8.2(9)”, and substituting the expression “8.2(10)(b)”.

2.2  Displays for special classes of vehicle
Subclause 6.4(11) of the principal Rule is amended by revoking paragraph (c), and substituting the following paragraph:

“(c) may include a column of white, yellow and red T signals in the display of traffic signals.”

2.3  Time-restricted parking
Clause 12.4 of the principal Rule is amended by revoking subclause (12).
Section 3 Amendments to definitions

3.1 Substitution of definition

Part 2 of the principal Rule is amended by revoking the definition of light-rail vehicle, and substituting the following definition:

“Light-rail vehicle

“(a) means a rail vehicle that is designed to run along a road among other road vehicles and users; and

“(b) includes a tram; but

“(c) does not include:

“(i) a rail vehicle approaching or on a level crossing; or

“(ii) a rail vehicle while it is on a railway line that is not on a road.”

3.2 Amendment to existing definitions

3.2(1) Part 2 of the principal Rule is amended by revoking paragraph (b) of the definition of bus lane, and substituting the following paragraph:

“(b) cycles, mopeds and motorcycles (unless any or all are specifically excluded by the signs)”.

3.2(2) Part 2 of the principal Rule is amended by adding after paragraph (d) of the definition of transit lane, the following paragraph:

“(e) mopeds”. 

15 September 2005
Section 4 Amendments to schedules

4.1 Amendments to Schedule 1, Signs

Schedule 1 of Part 3 of the principal Rule is amended by revoking the signs R1-2.1, R2-3 and R2-3.1, and substituting the signs R1-2.1, R2-3 and R2-3.1 set out in Schedule 1 of this Rule.

4.2 Amendment to Schedule 2, Markings

Schedule 2 of Part 3 of the principal Rule is amended by inserting, in its appropriate position, the diagram M 7-1 set out in Schedule 2 of this Rule.

4.3 Amendments to Schedule 3, Traffic signals

Schedule 3 of Part 3 of the principal Rule is amended by:

(a) revoking the heading “S4-5 Two-column 5-aspect” where it first appears, and substituting the heading “S4-4 Two-column 4-aspect”; and

(b) omitting from item S4-6 diagrams 6D and 6E, and inserting them, as diagrams 5G and 5H, under the heading “S4-5 Three-column 5-aspect”.

15 September 2005
Part 2

Schedules

Schedule 1  Amendments to Schedule 1, Signs

Signs substituted in Schedule 1 of Part 3 of the principal Rule

R1-2.1  Variable speed

*Highest speed limit is the number of km/h shown on the sign*

**Shape and size**  rectangle 800 x 800 mm

**Background**  black (R)

**Border**  none

**Legend**

<table>
<thead>
<tr>
<th>Description</th>
<th>Colour</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>R1-1 with a changeable speed value</td>
<td>roundel red (lit) or red (R)</td>
<td>600 mm diameter effective roundel width equivalent to 200/31 numerals yellow (lit) or white (lit)</td>
</tr>
<tr>
<td>optional lights in each corner, which may flash in alternate diagonal pairs</td>
<td>yellow or white when lit</td>
<td>effective 90 mm diameter circle</td>
</tr>
</tbody>
</table>

R2-3  Give-way roundabout

*Meaning set out in clause 4.6 of Land Transport (Road User) Rule 2004*

**Shape and size**  equilateral triangle sides 865 mm long mounted above rectangle 600 x 250 mm

**Background**  white (R)

**Border**  triangle red (R) 65 mm, rectangle red (R) 15 mm

**Legend**

<table>
<thead>
<tr>
<th>Description</th>
<th>Colour</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>‘symbol of 3 circulating Arrows’</td>
<td>black</td>
<td>shaft 37 mm</td>
</tr>
<tr>
<td>‘GIVE WAY’</td>
<td>red (R)</td>
<td>100/12.5</td>
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</tbody>
</table>
### R2-3.1 Give-way roundabout variable

*Meaning set out in clause 4.6 of Land Transport (Road User) Rule 2004*

<table>
<thead>
<tr>
<th><strong>Shape and size</strong></th>
<th>1200 x 1200 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Background</strong></td>
<td>black (unlit)</td>
</tr>
<tr>
<td><strong>Border</strong></td>
<td>none</td>
</tr>
</tbody>
</table>

**Legend**

<table>
<thead>
<tr>
<th>Description</th>
<th>Colour</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>form of R2-3 sign</td>
<td>edge line of triangle red (lit) allows yellow (lit) or white (lit) ‘GIVE WAY’ yellow (lit) or white (lit)</td>
<td>effective 65 mm wide effective shaft 37 mm 100/12.5 effective 100/12.5</td>
</tr>
</tbody>
</table>
Schedule 2 Amendment to Schedule 2, Markings [Ref. Cl. 4.2]

New diagram inserted in Schedule 2 of Part 3 of the principal Rule [Ref. Cl. 7.12(3)(a)]

M 7-1 Lane use arrows

Right-turn arrows to be reversed to indicate left turns. Any arrows may be combined with shaft lengths varied as necessary. Longitudinal dimensions may be increased in proportion for higher-speed traffic.

Straight ahead arrows

Right (left) turn arrow

Veer right (left) arrow

Reverse right (left) arrow

15 September 2005