

DRAFT FOR CONSULTATION

Land Transport Rule Street Layouts 2022

Draft for consultation

Land Transport Rules are law produced by Waka Kotahi NZ Transport Agency for the Minister of Transport. This is the public consultation draft of **Land Transport Rule: Street Layouts 2022**.

If you wish to comment on this draft Rule, please see the information about making a submission in the accompanying explanatory material. **The deadline for submissions is midnight on Monday 19 September 2022.**

Land Transport Rule

Street Layouts 2022

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Section 1 Preliminary provisions

1.1 Title

This Rule is Land Transport Rule: Street Layouts 2022.

1.2 Commencement

This Rule comes into force on [date].

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) set out rules for the approval of, access to and use of community streets; and
- (c) empower road controlling authorities to install, as a pilot, street layout changes on a road as a form of consultation.

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

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

cyclist means a person riding a cycle

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

modal filter means an object or objects (for example, a bollard, plant, or street furniture) positioned on a roadway in order to—

- (a) physically prevent a person from driving a motor vehicle (other than a motorcycle or moped) through the roadway; and
- (b) physically allow pedestrians, cyclists, and riders of mobility devices, motorcycles, and mopeds to pass through the roadway

pilot means one or more street layout changes installed on a road by a road controlling authority in accordance with Section 4

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

community street means a roadway approved as a community street by a road controlling authority in accordance with Section 3

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

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

street layout change has the meaning in clause 4.1(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, motor vehicle, and 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, lane, mobility device, pedestrian, roadway, shared zone 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).

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 the use of motor vehicles, or one or more classes of motor vehicle, on the roadway:
 - (b) create a school street:
 - (c) install or remove traffic control devices to instruct road users of a prohibition or restriction (including a prohibition or restriction by which the road controlling authority has created a school street):
 - (d) install or remove traffic calming devices:
 - (e) install or remove car parks:
 - (f) install or remove modal filters.

- (2) A prohibition or restriction under subclause (1)(a) may apply at all times, at specified times or during specified conditions.
- (3) 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.
- (4) 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.
- (5) The powers conferred under this Rule do not limit any powers of a road controlling authority under any other enactment.

2.2 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 (4).
- (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; and

- (b) there is no way for the motor vehicle to reach or leave that property other than a person driving the motor vehicle 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.

Signs

- (6) A road controlling authority must install, or provide for the installation of, signs to indicate the presence of the school street and the restrictions on access by motor vehicles, in accordance with the Traffic Control Devices Rule.

Section 3 Community streets

3.1 Road controlling authority may approve community street

- (1) Without limiting any other power, a road controlling authority that is a local authority, government department or Crown entity may, in accordance with this Rule, approve the operation of a community street on a roadway 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) An approval under subclause (1) must—
 - (a) designate an organiser of the community street; and
 - (b) identify when the community street is approved to operate; and
 - (c) approve a plan for how the organiser will guide motor vehicles that are permitted through the community street to travel through the street.
- (4) Without limiting subclause (3)(b), an approval under subclause (1) may permit a community street to operate—

- (a) on a one-off basis:
 - (b) on two or more dates:
 - (c) on a recurring basis:
 - (d) at specified times or during specified conditions.
- (5) A road controlling authority may grant an approval under subclause (1)—
- (a) only for the purpose in subclause (2); and
 - (b) for a period that does not exceed 12 months; and
 - (c) subject to any conditions that the road controlling authority considers proportionate to the risks and traffic effects while the community street is in operation, including any conditions requiring proportionate notification of each occurrence of the community street (*see* clause 3.3); and
 - (d) only if the road controlling authority is satisfied of the following matters:
 - (i) an identified individual consents to being the organiser; and
 - (ii) there is an appropriate plan for how the organiser will guide motor vehicles that are permitted through the community street to travel through the street; and
 - (iii) in the opinion of the road controlling authority—
 - (A) 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
 - (B) 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
 - (C) there has been adequate consultation with residents whose properties are on the roadway on which the community street is to operate.

3.2 What road controlling authority must have regard to when considering whether to approve a community street

- (1) In considering whether to grant an approval under clause 3.1(1), a road controlling authority must have regard to—
 - (a) any guidance that the Agency or the Director has issued in respect of controlling or restricting traffic for community streets or play streets; and
 - (b) whether the roadway on which the community street is to operate is a key route for freight in the local area, a usual route for emergency vehicles, or a bus route; and
 - (c) the safety and convenience of alternative routes suitable for the motor vehicle traffic that will be affected when the community street is in operation.
- (2) A road controlling authority may have regard to any other matter that it considers relevant.

3.3 What road controlling authority must have regard to when considering whether a condition or notification is proportionate

When considering whether a condition or notification is proportionate to the risks and traffic effects while the community street is in operation, the road controlling authority must have regard to—

- (a) the number of persons expected to attend the community street while it is in operation; and
- (b) the time of day when each occurrence of a community street is expected and how long each occurrence of a community street is expected to last; and
- (c) in respect of the roads that will be affected while the community street is in operation—
 - (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 motor vehicle traffic on those roads.

3.4 Road controlling authority may modify when a community street is approved to operate

- (1) This clause applies to an approval under clause 3.1(1).

- (2) During the period for which the approval was granted, the road controlling authority may modify when the community street is approved to operate during that period (and, to provide further clarity, may provide for the community street to operate on any of the bases in clause 3.1(4)).
- (3) If a road controlling authority modifies when the community street is approved to operate under subclause (2), the road controlling authority may, if the road controlling authority considers that the new or modified conditions are proportionate to the risks and traffic effects while the community street is in operation, also modify the approval, to do any of the following:
 - (a) add a new condition:
 - (b) remove an existing condition:
 - (c) change an existing condition.

3.5 Requirements to notify approval or occurrence of community street

- (1) A road controlling authority must notify any approval under clause 3.1(1) to any emergency services that, in the opinion of the road controlling authority, may be affected by the approval.
- (2) If a road controlling authority modifies any approval under clause 3.4, 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.
- (3) If a road controlling authority grants an approval under clause 3.1(1), the road controlling authority must also notify, or arrange for the notification of, the first occurrence of the community street—
 - (a) to those persons and in the way that the road controlling authority considers proportionate to the risks and traffic effects while the community street is in operation (*see* clause 3.3); and
 - (b) no later than two weeks before the first occurrence of the community street.

Signs

- (4) If an approval under clause 3.1(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.

3.6 Road controlling authority may approve community street more than once

To provide further clarity, a road controlling authority may grant a new approval for the operation of a community street on a roadway once any previous community street approval in respect of that roadway has expired.

3.7 Road controlling authority may approve more than one community street for a roadway

- (1) To provide further clarity, a road controlling authority may grant more than one approval for the operation of a community street on the same roadway.
- (2) However, a road controlling authority must not grant an approval under clause 3.1(1), or modify an approval under clause 3.4, if doing so would result in more than one community street being in operation on the same roadway at any given time.

3.8 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 (3) or (4).
- (3) When a roadway is in operation as a community 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; and
 - (b) there is no way for the motor vehicle to reach or leave that property other than a person driving the motor vehicle on the roadway; and
 - (c) the motor vehicle is escorted through the roadway by a pedestrian who is aged 16 years or older.
- (4) A person driving a motor vehicle on a roadway in operation as a community street must give way to pedestrians, cyclists, riders

of mobility devices and or 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 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 school street.

3.9 Organiser’s responsibilities for community streets

The organiser of a community street must ensure that any conditions on which the road controlling authority has approved the operation of the community street are complied with.

Section 4 Pilots of street layout changes

4.1 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 4 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 lane:

- (ii) a cycle lane:
 - (iii) a cycle path:
 - (iv) a footpath:
 - (v) a shared zone:
 - (b) installing or removing traffic calming devices:
 - (c) installing or removing modal filters, curb cut-outs, plants, trees, or street furniture:
 - (d) installing or removing car parks:
 - (e) prohibiting or restricting the use of motor vehicles, or one or more classes of motor vehicle, on the road:
 - (f) installing or removing traffic control devices to instruct road users of a prohibition or restriction:¹
 - (g) setting a new speed limit for the road (*see* Land Transport Rule: Setting of Speed Limits 2022, clauses 2.7A and 2.7B).
- (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 operations 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.

¹ 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.

- (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 4.

4.2 Road controlling authority's obligations before installing pilot

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 two 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.

4.3 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 on the pilot.

4.4 Road controlling authority may modify pilot

- (1) After it has installed a pilot, 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 4.1(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 4.2(b) updated as necessary in the light of the modification.
- (3) However, subclause (2) does not apply if the road controlling authority modifies the pilot—
- (a) in a way the road controlling authority considers is minor; or
 - (b) to address matters that the road controlling authority consider to be urgent safety risks.
- (4) If a road controlling authority modifies a pilot, the road controlling authority must give the public a reasonable opportunity to provide feedback on the pilot as modified (unless the road controlling authority considers that the modification is minor).
- (5) For greater clarity, in this clause **modifying a pilot** does not include altering a feedback period under clause 4.5 or ending a pilot early under clause 4.6.

4.5 Road controlling authority may alter feedback period

- (1) After it has installed a pilot, a 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.

4.6 Road controlling authority may end pilot early

A road controlling authority may end a pilot before the pilot period has expired (*see also* clause 4.10).

4.7 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 4.6.
- (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.
- (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).

4.8 Changes may remain in place if made permanent

- (1) If the road controlling authority decides under clause 4.7(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), the road controlling authority—
 - (a) must promptly notify the public and specified organisations of the decision; and
 - (b) may keep installed on the road the street layout changes that were the subject of the pilot.
- (2) Subclause (1)(b) is subject to clause 4.9.

4.9 Changes may remain in place despite inconsistent bylaw

- (1) This clause applies if—
 - (a) a road controlling authority decides under clause 4.7(2)(a) to make street layout changes that were the subject of a

- pilot permanent (whether in whole or in part and whether with or without further modification); and
- (b) the street layout changes that were the subject of the pilot are inconsistent with the provisions of any bylaw—
 - (i) in force at the beginning of the pilot period; or
 - (ii) made or amended after the beginning of the pilot period.
- (2) Despite the inconsistent provisions of the bylaw, the road controlling authority may keep the street layout changes that were the subject of the pilot installed on the road during the period in subclause (3).
- (3) The period is—
- (a) 5 years after the bylaw was made; or
 - (b) if the bylaw has been reviewed under section [158](#) or [159](#) of the Local Government Act 2002, 10 years after the bylaw was last reviewed.

4.10 Road controlling authority's obligations if pilot is ended early or not made permanent

- (1) This clause applies if a road controlling authority—
- (a) ends a pilot under clause 4.6; or
 - (b) decides to return a road to its previous street layout under clause 4.7(2)(b).
- (2) The road controlling authority must promptly—
- (a) notify the public and specified organisations that it has ended the pilot or decided to return the road to its previous street layout (as the case may be); and
 - (b) remove the pilot from the road; and
 - (c) make publicly available—
 - (i) 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 or return the road to its previous street layout (as the case may be); and
 - (ii) a summary of feedback received on the pilot; and

- (iii) the reasons why the road controlling authority ended the pilot or decided to return the road to its previous street layout (as the case may be).

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

6.1 Amendments to Land Transport Rule: Traffic Control Devices 2004

(1) This clause amends the Traffic Control Devices Rule.

(2) After clause 2.1(1), insert:

2.1(1A) 2.1(1)(a)(ii) does not apply to a prohibition or requirement regarding the operation of a community street.

(3) Before clause 3.4(1), insert:

3.4(1A) Without limiting any other power, a road controlling authority may apply to the Agency for authorisation to install and maintain a traffic control device for trial purposes.

(4) Replace clause 3.4(6) with:

3.4(6) Not less than two weeks before a trial traffic control device is installed, a road controlling authority must notify the public, in any way the road controlling authority considers appropriate, of the placement of the traffic control device to be trialled and the purpose of the trial.

(5) In clause 3.4(10),—

- (a) replace “that this rule be amended” with “that this rule be changed”; and
- (b) replace “the rule is amended” with “the rule is changed”; and
- (c) replace “the amended rule” with “the changed rule”; and
- (d) replace “not to amend the rule” with “not to change the rule”.

(6) After clause 3.4(10), insert:

3.4(10A) In clause 3.4(10), to **change this rule** includes to make a *Gazette* notice under 4.4(4) or 5.4(1A).

(7) After clause 4.2(2), insert:

4.2(2A) 4.2(2)(a) does not apply to a requirement, restriction or prohibition regarding the operation of a community street.

(8) In Part 2, in its appropriate alphabetical order, insert:

community street has the same meaning as in *Land Transport Rule: Street Layouts 2022*

school street has the same meaning as in *Land Transport Rule: Street Layouts 2022*

- (9) In Schedule 1, insert in alpha-numerical order the items set out in the Schedule to this Rule.

6.2 Amendments to Land Transport Rule: Setting of Speed Limits 2022

- (1) This clause amends Land Transport Rule: Setting of Speed Limits 2022.
- (2) After clause 2.7, insert:

Pilot speed limits

2.7A Certain road controlling authorities may set speed limits as part of a pilot

- (1) This clause applies if—
- (a) a road controlling authority that is a local authority, government department or Crown entity installs a pilot on a road in accordance with Section 4 of Land Transport Rule: Street Layouts 2022; and
 - (b) the applicable speed limit for the road under clause 2.1(1) immediately before the pilot is installed is 60 km/h or less.
- (2) As part of the pilot, the road controlling authority may set a speed limit for the road, provided it follows the requirements in this clause.
- (3) The road controlling authority must provide details to the Director of the speed limit, including the information that would need to be submitted to the Registrar under [section 200L](#) of the Act.
- (4) Once the road controlling authority that is the Agency (as RCA) or a territorial authority has set the speed limit, it must publish on an Internet site, alongside the relevant plan or a hyperlink to the relevant plan (unless a plan has not yet been published), details of the speed limit.
- (5) A speed limit set under this clause may be a permanent, seasonal, or variable speed limit.
- (6) To provide further clarity, the road controlling authority may, when modifying a pilot under clause 4.4 of Land Transport

Rule: Street Layouts 2022, set a speed limit for the road, provided it follows the requirements in this clause.

- (7) In this clause and clause 2.7B, **pilot** and **road** have the same meaning as in Land Transport Rule: Street Layouts 2022.

2.7B Certain road controlling authorities may set speed limits when removing a pilot

- (1) This clause applies if a road controlling authority that is a local authority, government department or Crown entity needs to set a speed limit on a road in order to comply with its obligation under clause 4.10(2)(b) of Land Transport Rule: Street Layouts 2022 to remove a pilot from the road.
- (2) As part of removing the pilot, the road controlling authority may set a speed limit for the road, provided it follows the requirements in this clause.
- (3) The speed limit that the road controlling authority sets for the road must be the speed limit that was the applicable speed limit for the road under clause 2.1(1) immediately before the pilot was installed.
- (4) The road controlling authority must provide details to the Director of the speed limit, including the information that would need to be submitted to the Registrar under [section 200L](#) of the Act.
- (5) Once the road controlling authority that is the Agency (as RCA) or a territorial authority has set the speed limit, it must publish on an Internet site, alongside the relevant plan or a hyperlink to the relevant plan (unless a plan has not yet been published), details of the speed limit.

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

Ref: clause 6.1(9)

R3-15 Community street – no through traffic

Motor traffic is not permitted to travel through street when sign is erected.

Note: Motor traffic may use street to access property on street even when sign is erected.

Shape and size rectangle 600 x 600 mm

Background white (R)

Border red (R) 25mm

Legend	Description	Colour	Size
	‘COMMUNITY STREET’	Black	100/15.5
	‘NO THROUGH TRAFFIC’	Black	100/15.5

R3-16 Pedestrian and cycle zone

Motor traffic is not permitted to travel through street during times outlined on sign.

Note: Motor traffic may use street to access property on street even when sign is erected.

Shape and size rectangle 900 x 600 mm

Background white (R)

Border red (R) 25mm

Legend	Description	Colour	Size
	‘PEDESTRIAN AND CYCLE ZONE’	Black	150/23
	‘Mon-Fri’ ‘8:30am – 9:15am’ ‘3:15pm – 4:00pm’	Black	150/23

Note: days and times outlined on sign can be changed to reflect local restrictions.