

Land Transport Rule Traffic Control Devices

Consolidated Rule
with amendments incorporated
as at
1 September 2017

The consolidation of the Rule and its amendments is intended to provide up-to-date details of the current requirements. It is not the official version of the Rule.

Preface

The consolidated Rule brings together the requirements relating to traffic control devices in the principal Rule and its amendments. These Rules were produced, under an agreement with the Secretary for Transport, by the NZ Transport Agency (NZTA) or its predecessor land transport Crown entities. They were signed into law by the Minister of Transport or his or her delegate under the Land Transport Act 1998.

The principal Rule

Land Transport Rule: Traffic Control Devices 2004 (the Rule), which came into force on 27 February 2005, 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 to give effect to their decisions on the control of traffic.

Amendment 1

Following public consultation, the Rule was amended with effect from 15 September 2005 to amend definitions and make some minor corrections to the Rule. The amendment Rule also substituted a new Roundabout Give-Way sign (R2-3), Give-way Roundabout variable sign (R2-3.1) and R1-2.1, variable speed sign for the existing signs.

Amendment 2

The Rule was amended with effect from 6 October 2006 to allow fixed signs to be used at ramp signals instead of variable signs, clarify some provisions relating to pedestrian crossings and pedestrian traffic signals, clarify provisions relating to school bus signs, amend definitions and insert new signs, and make minor corrections to existing signs in Schedule 1 and 2.

Amendment 3

In 2007 the Rule was amended to incorporate new signs, to alter sign descriptions to accord with existing, established practice and to make some corrections. These changes came into force 17 January 2008.

Amendment 4

The Rule was amended with effect from 28 October 2010 to:

- introduce a new regime for parking zones, and includes changes to the signing and marking of parking restrictions;
- replace the existing descriptions of parking signs with a new format, which will provide more flexibility and support changes to the new parking regime;
- replace the existing provisions for managing traffic entering a roundabout controlled by traffic signals;
- improve traffic signalling at multi-laned approaches to areas controlled by traffic signals; and
- allow the installation of nearside, pedestrian traffic signal displays at mid-block pedestrian crossings, countdown pedestrian signals at some crossing points and on-roadway warning lights at pedestrian crossings.

Amendment 5

The Rule was amended with effect from 1 October 2011 to include changes consulted on in *Land Transport Rule: Omnibus Amendment 2011*.

The amendment Rule:

- changed and updated the description of the W17-1.3 traffic sign specified in the Rule so that it better reflects the wording of the related provision of the Land Transport (Road User) Rule 2004; and
- inserted a heading for the W19 series of signs in Schedule 1 of the Rule to ensure that the format of this series is consistent with that used for headings in the Schedule.

Amendment 6

Following consultation on an amendment proposal in *Land Transport Rule: Omnibus Amendment 2012*, the Rule was amended with effect from 1 November 2012.

The objective was to add a sign for a shared zone to Schedule 1.

Amendment 7

Following consultation on an amendment proposal in *Land Transport Rule: Omnibus Amendment 2013*, the Rule was amended with effect from 1 November 2013.

The objective of the 2013 amendment Rule was to:

- correct cross-references relating to the specific provisions that allow more than one traffic sign to be mounted on a single pole or in a single location;

- allow school patrol signs to be mounted on the black and white poles installed at pedestrian crossings;
- define and allow the use of wide centre-lines as a device for channelling traffic;
- correct an error relating to the specified colour for markings for time-restricted parking spaces and clarify the specified colour for marking parking spaces for the disabled;
- clarify that zone parking applies to pay parking areas;
- amend the definition of 'school bus' to include a bus used on a school trip, with all passengers seated, if the bus is fitted with school bus signs;
- add new signs and sign components and correct errors in the descriptions of nine signs.

Amendment 8

Following consultation on an amendment proposal in *Land Transport Rule: Omnibus Amendment 2014*, the Rule was amended with effect from 1 November 2014.

The objective of the 2014 amendment Rule was to make changes to the Traffic Control Devices Rule to:

- allow temporary signs authorised by an enactment to continue to be used after a law change makes them obsolete;
- allow a monogram or logo that marks the historical significance of a street to be included on the street name sign;
- allow markings intended for pedestrians and cyclists to be decreased in size when installed on places such as footpaths;
- clarify that a red arrow applies to all traffic intending to travel in the direction of the arrow and that it is not overridden by bus, train or cycle signals;
- enable a left turn green arrow to change to a full green disc without an intervening yellow left turn arrow;
- allow yellow disc signals on motorway ramp signal advance warning signs to be mandatory only where approaching vehicles are likely to exceed 70 km/h;
- clarify that drivers must have an unobstructed view of the full length of pedestrian and school crossing points;
- clarify requirements for parking signs by updating a cross-reference to refer to the specific requirements for parking signs rather than the general requirements for parking signs;
- clarify that cycles, mopeds or motorcycles may be excluded from a bus lane by either a sign or a marking;

- change the required sizing of a particular temporary supplementary sign;
- clarify that a “Cycle Only” sign applies to a cycle path, but not to a cycle lane, as this means “cycle only” by default;
- amend an incorrect reference within the specification of sign *A14-1 street name*.

Amendment 9

Following consultation on an amendment proposal in *Land Transport Rule: Omnibus Amendment 2015*, the Rule was amended with effect from 1 November 2015.

The objective of the amendment Rule was to:

- allow RCAs to install road markings for warning or advisory purposes in addition to the regulatory purposes currently allowed;
- clarify that an RCA must consider the risk to road users from any object placed on a raised traffic island and where necessary mitigate that risk;
- clarify that signs are required on both roadway approaches to school crossing points;
- allow an exception from the normal requirement to mark reserved parking spaces with yellow road markings and ordinary parking with white road markings; the proposed exception would allow for parking spaces which are reserved for residents’ parking to be marked white, unless the parking spaces are reserved 24 hours a day;
- align the definition of ‘light-rail vehicle lane’ with the requirements for light-rail vehicle lanes elsewhere in the Traffic Control Devices Rule;
- add the option of a flashing roundel to a variable speed limit sign (instead of flashing orange lights in the corner of the sign); the amendment will also allow numerals to be 25% larger than on static signs to account for the over-glow effect of LED signs;
- add the following new signs:
 - ‘Except named class of vehicle’ supplementary sign;
 - ‘Barriers not working’ supplementary sign for use by workers repairing barrier arms at railway level crossings;
 - ‘crash’ sign for use by the Police;
 - ‘breakdown’ sign for use by workers who are removing a temporary hazard caused by a breakdown;
 - ‘active LED railway crossing at curve’ warning sign;
- make minor corrections to the specifications of two signs.

Amendment 10

Following consultation on an amendment proposal in *Land Transport Rule: Omnibus Amendment 2016*, the Rule was amended with effect from 1 December 2016.

The objectives of the amendment Rule are:

- to allow the NZ Transport Agency, by notice in the Gazette, to make minor variations to the colour, shape, dimensions, words, letters, numerals, or symbols of traffic signs specified in *Schedule 1*:
- to allow the NZ Transport Agency, by notice in the *Gazette*, to make minor variations to the colour, shape, dimensions, words, letters, numerals, or symbols of road markings specified in *Schedule 2*:
- to allow the use of blue flashing reflective pavement markers as ice-warning markers:
- to remove the requirement for flashing red signals (such as those at railway level crossings) to have a supplementary signal display:
- to add new warning signs into *Schedule 1*:
- to add the road markings for ‘sharrows’ into *Schedule 2*:
- to replace the special vehicle display traffic signal diagrams shown in *Schedule 3*.

Amendment 11

The Rule was amended with effect from 1 September 2017 to make changes related to the *Energy Innovation (Electric Vehicles and Other Matters) Amendment Act 2017* (the Act). The Act clarifies that road controlling authorities may make bylaws prescribing that electric vehicles can use special vehicle lanes. Consultation on this proposal was undertaken during the Select Committee stage of the Act. The principal rule was amended by Order in Council to—

- insert a definition of electric vehicle:
- amend the definitions of ‘bus lane’ and ‘transit lane’ to refer to amended definitions, in the *Land Transport (Road User) Rule 2004*, that include references to electric vehicles using those lanes:
- update *Schedules 1* and *2* to include items previously notified in the *Gazette* and new item M2-6.

