

Traffic Note 36 – Revision 4

Date	September 2006
From	Networks
Authorisation	Lyndon Hammond, Manager Networks
No. of pages	6

Land Transport Rule: Traffic Control Devices 2004 – Information

1 Purpose

This traffic note is revised to inform readers of amendments to the *Land Transport Rule: Traffic Control Devices 2004* (the rule) and to provide an outline of the contents of the rule.

2 *Land Transport Rule: Traffic Control Devices Amendment 2006*

The rule was amended by the *Land Transport Rule: Traffic Control Devices Amendment Rule 2006* with effect from 6 October 2006. The amendments include:

- changes to definitions of **passenger service vehicle** and **power assisted cycle** for consistency with the *Land Transport Amendment Act 2005*;
- changes to the notes of *Schedule 1 Signs* providing for substantial compliance of signs;
- insertion of signs previously approved by the Director of Land Transport by *Gazette*;
- reversion to 2 metre minimum letter height for STOP and GIVE WAY road markings; and
- requirement for white pedestrian crossing markings to contrast with the road surface.

The most significant change is the insertion of the words “where practicable” in paragraph 8.2(11)(b) so that the limit line in advance of a pedestrian crossing must be marked, if it is practicable to do so. [See *Traffic Note 1*.]

The *Land Transport Rule: Traffic Control Devices Amendment 2006* is available at:

<http://www.landtransport.govt.nz/rules/traffic-control-devices-amendment-2006.html>

3 *Land Transport Rule: Traffic Control Devices Amendment 2005*

The rule was amended by the *Land Transport Rule: Traffic Control Devices Amendment Rule 2005* with effect from 15 September 2005. The amendments include:

- changes to definitions of **bus lane** and **transit lane** for consistency with the *Land Transport Amendment Act 2005* and *Land Transport (Road Users) Amendment Rule 2005* [see *Traffic Note 30*];
- changes to the definition of **light rail vehicle** for consistency with the *Rail Act 2005*; and
- corrections to errors in the rule.

The most significant change is the adoption of a new description for a ‘roundabout give way sign’ which now includes a Give Way supplementary plate. [See *Traffic Note 50*.]

The *Land Transport Rule: Traffic Control Devices Amendment 2005* is available at:

<http://www.landtransport.govt.nz/rules/traffic-control-devices-amendment-2005.html>

4 *Land Transport Rule: Traffic Control Devices 2004*

The rule came into effect on 27 February 2005. The following describes, in general, the application of traffic control devices arising from the rule. It is not all-inclusive but rather attempts to describe the general structure of the rule and highlight those areas changed from the previous *Traffic Regulations 1976*.

It also provides links to other documents which practitioners may find of interest and value in assisting them understand the provisions of the rule. However, practitioners should become familiar with the rule and other land transport rules. In particular, road user obligations toward traffic control devices are contained in the *Land Transport (Road User) Rule 2004* which also became effective on 27 February 2005.

The body of rule is available at:

<http://www.landtransport.govt.nz/rules/traffic-control-devices-2004.html>

and the schedules are available at:

<http://www.landtransport.govt.nz/rules/traffic-control-devices-2004-schedules.html>

5 Part 1 Rule requirements

Section 1 Application

- This section describes the scope of the rule, its objective and date it comes into force, namely 27 February 2005.

Section 2 Role of road controlling authorities

- This section indicates when a road controlling authority (RCA) must or when it may authorise, install, operate or remove traffic control devices.

Section 3 General requirements for traffic control devices

- This section requires RCAs to install traffic control devices that are safe and fit for purpose (*clauses 3.1, 3.2 and 3.3*).
- Unless provided for elsewhere in the rule, a device installed legally before 27 February 2005 may continue in use as long as it remains fit for purpose (*sub-clause 3.2(1)*).
- Except in a few specific instances, RCAs are the only ones who may install traffic control devices on roads (*sub-clause 3.2(2)*).
- No one may install on a road or visible from the road any device that can be mistaken for a traffic control device or may prevent a traffic control device from fulfilling its purpose (*sub-clause 3.2(5)*).
- The Director of Land Transport (the Director) may approve trials of traffic control devices that do not conform with the rule subject to conditions (*clause 3.4*) [See also *Traffic Note 10*.]

Section 4 Traffic signs

- This section describes three purposes of signs namely, regulatory, warning and information (*clause 4.1*) which may be permanent or temporary and fixed or variable (*clause 4.3*).
- Regulatory signs must be installed where the rule or other enactment (e.g. *Land Transport Rule: Setting of Speed Limits 2003*) requires and may be installed where the RCA considers a sign is necessary to reinforce a general provision of law (e.g. use of 'Keep left unless passing' signs). Similar provisions also apply to warning signs (*clause 4.2*).
- Traffic signs must comply with the size, colour, reflectorisation and design specified in *Schedule 1* (*sub-clauses 4.3(1), (2) and (3)*).
- Logos on signs, including street name signs, are permitted subject to size limitations (*sub-clause 4.4(5)*).
- Signs must not be installed on the same pole unless specified or each sign can be clearly and unambiguously seen only by traffic for which it is intended (*sub-clause 4.5(1)*).
- Variable traffic sign displays must conform to a protocol of the RCA (*clause 4.6*).

Section 5 Markings

- This section describes three purposes of marking namely, regulatory, warning and advisory (*clause 5.1*).
- Regulatory markings must be installed where the rule (eg pedestrian crossing) or other enactment requires and may be installed where the RCA consider a marking is necessary to reinforce a general provision of law (eg marking of no stopping within six metres of a pedestrian crossing) (*clause 5.2*).
- A marking comprises 'paint, material resembling paint or ... pavement markers'. 'Contrasting surface texture or colour ... may supplement, but not replace, a regulatory marking or sign' (*clause 5.3*).
- Markings must comply with the size, colour, reflectorisation and design specified in *Schedule 2* (*sub-clauses 5.4(1), (2), (3) and (4)*).
- Raised pavement markers applied to the roadway must comply with colour, position and purpose specified. Any raised pavement marker not conforming must be removed by 30 June 2009 (*sub-clauses 5.4(6) and (7)*). [See also *Traffic Note 25*.]

- No one may install a marking on a roadway that is for 'advertising or other purpose not connected with the use of the road' (*clause 5.5*).

Section 6 Traffic signals

- Traffic signal types are steady, flashing or pedestrian (*clause 6.1*).
- Signal displays must comply with *Schedule 3 (sub-clause 6.3(1)(a))*. [Note: The schedule includes all permitted displays described in Austroads *Guide to traffic engineering: Part 7 Signals* and practitioners are encouraged to comply with the use recommended in that document.]
- Brightness and colour of lanterns must comply with *AS 2144: 2002 Traffic signal lanterns* when existing lanterns are upgraded or replaced (*sub-clause 6.3(1)(b)*).
- A limit line must be marked on each lane to the area controlled by signals. For a cycle lane or a cycle storage area in advance of a cycle lane the limit must be at least 100 mm while for all other lanes the limit line must be at least 300 mm (*sub-clause 6.3(3)*). [See *Traffic Note 49*.]
- The sequence and timings for signals are specified (*sub-clauses 6.4(1)-(12)*).
- The rule makes provision for roundabout and ramp signals (*sub-clauses 6.4(13)-(20)*).
- Temporary traffic signals no longer require the approval of the Director but must operate as described in the rule (*sub-clauses 6.4(21)-(23)*).
- Flashing yellow signals used for signifying that signals are out of order because of a signal outage, for maintenance or on commissioning and restarting must be installed when the signals are upgraded or replaced (*sub-clauses 6.5(1)-(5)*).
- Advance warning traffic signals may be installed when queues of traffic regularly occur (e.g. at an intersection) and the queues are detected or there are signals in close proximity (*sub-clauses 6.5(5)-(10)*).
- Displays for level crossings, part-time signals and pedestrian signals must comply with the rule (*sub-clauses 6.5(11)-(14)* and *clause 6.6*).

Section 7 Channelling traffic

- This section provides general descriptions of how RCAs channel traffic by use of devices such as centre-lines, no-passing lines, flush medians, edgelines, shoulder markings, flush or raised islands, turn bays, kerbs, delineators and lane lines (*clauses 7.1-7.12*).
- Variable lane signs, used primarily for tidal flow control, must conform (*clause 7.13*).

Section 8 Pedestrian crossings, school crossing points, school patrols and other pedestrian facilities

- Pedestrian crossings must conform to the marking and signing described (*clause 8.2*). [See also *Traffic Note 1*. From 30 June 2006 each approach to a pedestrian crossing must, if practicable, have a limit line not less than 5 m from the crossing. See paragraph 2 above.]
- School crossing points (kea crossings) must conform to the marking and signing described (*clause 8.4*). [See also *Traffic Note 29*.]
- The rule prescribes how school patrols must operate (*clause 8.3*). [See also *Traffic Note 52*.]
- A school board of trustees must advise the RCA before establishing a school warden (traffic warden) system (*sub-clause 8.8(2)*).

Section 9 Level crossings

- Rail access providers are responsible for any notices or traffic control devices within the rail corridor and RCAs for any installed on the approaches to the rail corridor. Both follow consultation between the parties (*clause 9.2*).
- Markings must comply with the rule and in particular:
 - a single 300 mm limit line (*sub-clause 9.4(2)*) [See *Traffic Note 49*.]
 - where a Give Way sign is installed, a give way triangle (specified in *Schedule 2*) marked on the approach except the previous 'Way' preceded by 'Give' may continue to be marked until either permanently removed or overlaid (*sub-clause 9.4(6)*) [See *Traffic Note 49*.]
 - the letter 'X' preceded by 'Rail' (specified in *Schedule 2*) (*clause 9.3*).
- RCAs may, providing the conditions described are met, install 'Exempt' signs so certain vehicles no longer have to stop even though a rail vehicle is not present (*clause 9.5*). [See *Traffic Note 31*.]

Section 10 Intersections

- An intersection with four or more approaching roadways must be controlled by means of Give Way or Stop signs, a roundabout or traffic signals (*clause 10.1*).
- Markings must comply with the rule and in particular:
 - a single 300 mm limit line (*sub-clause 10.2(a)*, *10.3(1)(a)* and *10.4(1)(b)*) [See also *Traffic Note 49*.]
 - where a Give Way sign is installed, a Give Way triangle (specified in *Schedule 2*) must be marked on the approach although the previous 'Way' preceded by 'Give' may continue to be marked until either permanently removed or overlaid (*sub-clauses 10.3(1)(b)*, *10.3(2)*, *10.4(1)(c)* and *10.4(3)*) [See *Traffic Note 49*.]
- In addition, roundabout changes include:
 - a 'roundabout ahead' (PW-8 MOTSAM) sign is no longer required although this will remain desirable unless replaced by a suitable advance direction map sign (AD-5 MOTSAM);
 - a roundabout Give Way sign must be installed on each approach by 31 December 2007 (*sub-clause 10.4(2)*) [See also *Traffic Note 50*.];
 - RCAs must mark direction arrows if there is more than one approach lane (*sub-clause (4)*);
 - where a section of roadway around a roundabout or an exit from the section has more than one lane an RCA must mark lanes to direct the flow of traffic by 30 June 2006 (*sub-clause 10.4(5)*) [See also *Traffic Note 50*.]

Section 11 Traffic control devices for special classes of vehicle and road user

- Special vehicle lanes must be marked and, if not a 24-hour restriction, signed in conformity with the rule (*clauses 11.1 to 11.4*).
- On roads where special vehicle facilities are provided and different rules apply (eg motorways, mass and dimension restrictions, special routes or zone restrictions, road construction zones) RCAs must erect signs in conformity with the rule (*clause 11.5*).
- Rules relating to use of hand held stop signs and barrier arms (*clauses 11.7 and 11.8*).

Section 12 Stopping, standing and parking

- A range of marking or signing methods for indicating no stopping restrictions, including installation of special vehicle lanes, are described (*clauses 12.1 and 12.2*).

- Where parking is restricted to a class or classes of vehicles the RCA must indicate the area of the restriction with yellow markings (*sub-clause 12.4(8)*).

Section 13 Responsibilities, functions and powers

- The section summarises the responsibilities , functions and powers described in the body of the rule for RCAs, rail access providers, operators of hand-held stop sign operators, boards of trustees, school patrols and wardens, the Director and the Police.

6 Part 2 Definitions

The following highlight some of the definitions appearing in Part 2. Readers should check the bold, italicised words in the rule for the meaning:

- ***special vehicle lane*** (including ***bus lane***, ***cycle lane***, ***light rail vehicle lane***, and ***transit lane***)
- ***lane***
- ***visible*** (including the terms ***safe stopping distance***, ***normal vision*** and ***normal braking***)
- ***public holiday*** (particularly with its effect on parking restriction signing).

7 Part 3 Schedules

Schedule 1 Signs

The schedule details existing approved signs categorised as regulatory (series R), warning (series W) and advisory (series A). Within each series the signs are further grouped by general classification. For a range of reasons the nomenclature does not match that of MOTSAM. However, the signs described are, or will be, depicted in MOTSAM.

Much of the policy detailed in *Traffic Note 32* on the use of fluorescent, retro-reflective material is incorporated in the rule.

Provision is made for variable message signs using lit or unlit elements (generally LED) where the reverse of normal colour of text and background is used. That is, black background and white (or yellow) text rather than white (retro-reflective) and black respectively.

Schedule 2 Markings

Special vehicle lane markings are described including transit lane (T2 and T3), bus lane (Bus Lane and Bus Only) and cycle lane markings. In the latter case all new markings should conform with the pattern described (the Australian standard) replacing two former symbols also described because of the changed legal basis for lane use in the *Land Transport (Road User) Rule 2004*.

Schedule 3 Traffic signals

The diagrams describe permitted symbols and displays. Note the rule now permits red 'B' and 'T' symbols. As stated above, the displays reflect those displays permitted by Austroads *Guidelines for traffic engineering practice: Part 7 Traffic signals*.