

# THE NEW ZEALAND **code for cycling**





This code is for people riding bikes, people teaching others how to ride on the road, and anyone who wants to understand what to expect from people riding bikes.

**Waka Kotahi NZ Transport Agency**

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# The purpose of this code

The road rules are designed to help reduce road danger by ensuring consistent, courteous behaviour between everyone who uses roads and paths. This code for cycling complements the road code – it's a user-friendly guide to New Zealand's traffic law with a focus on the right thing to do when riding a bike.

This code is designed for people riding all sorts of bikes including e-bikes. Riders of tricycles, push scooters, e-scooters, skates, skateboards and other similar ways of getting around, will also find it useful.

## How to use this code

This code explains cycling-related rules in plain English. In some places this means simplifying complex rules to give clear instructions. We use 'must' to describe a rule. We use 'should' to give advice, or we give the advice as a direct instruction.

For precise wording, refer to the various acts, regulations and rules that apply.

You can find road user rules at [www.nzta.govt.nz/resources/rules/road-user-2004-index](http://www.nzta.govt.nz/resources/rules/road-user-2004-index) 



A cycle skills training course is a great way to gain confidence and skills to help you stay safe on the roads. Go to the BikeReady website to find out more: [bikeready.govt.nz](https://www.bikeready.govt.nz)

## An introduction to riding responsibly

You must obey the road rules. The Land Transport Act 1998 defines vehicles to include bikes, and says 'A person may not drive a vehicle, or cause a vehicle to be driven, carelessly or without reasonable consideration for other persons'.

Following the rules means you will behave predictably, in a way that avoids causing harm, is consistent with the road rules, and shows patience and care for all people. Riding responsibly includes:

- obeying give way rules, road signs and markings
- using hand signals
- passing other people safely and without startling them
- keeping left when it is safe
- riding so that no more than two riders stay side-by-side
- not riding distracted or impaired
- not riding on footpaths (exceptions apply).

## Don't ride distracted or impaired

Riding or driving while distracted is illegal. You must not use your phone while riding.

Avoid riding while under the influence of alcohol or drugs to an extent that stops you having proper control.

## Ride defensively

It is your responsibility to be aware of hazards. Scan for hazards and be ready to deal with them. Hazards can come from the road and environment around you, and from the people you share the road with.

People make mistakes. Check other people have seen you, such as by trying to make eye contact. People on foot can move unpredictably, particularly children, and drivers sometimes don't see people on bikes at intersections or when they open car doors.

# Equipment

You must wear a helmet when riding a bike, and your bike must have good brakes. You must also have the correct lights and reflectors for the conditions you are riding in.

## Wear a helmet

You must wear a helmet when riding a bike. If you carry any passengers on your bike, they must wear a helmet too. This rule applies to all types of riding on-road and off-road.

Your helmet must fit properly and be designed for use as a bike helmet. Motorbike helmets, climbing helmets or horse riding helmets are not suitable when riding a bike.

A bike helmet will only protect your head once. If it is dropped or involved in a crash, inspect it for small cracks, inside and out. Damaged helmets should be replaced.

## Have good brakes

All bikes must have good brakes on the front and back wheels, so you can stop quickly while staying in control.

Follow other vehicles at a safe distance. You must leave enough clear space to stop if the vehicle in front stops suddenly.



## Lights and reflectors

Your bike must have the correct lights and reflectors for the conditions you are riding in. Lights and reflectors both help you be seen.

### Lights

You must use lights between sunset and sunrise, and at any other time when you can't clearly see a person or vehicle 100 metres away – about the length of a rugby or football field.

You must have one or two front lights on your bike. Only one front light may flash. Front lights must be white or yellow.

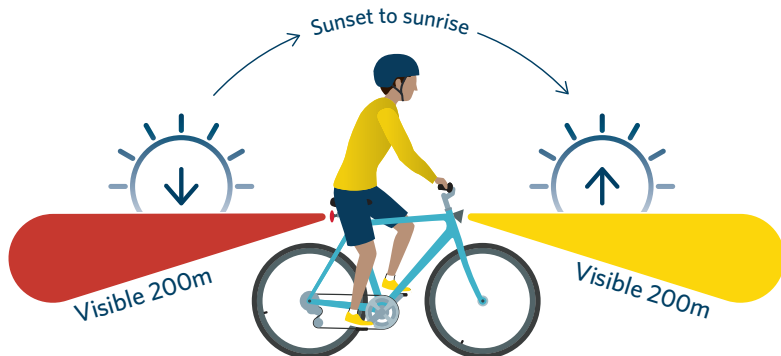
### SUNRISE, SUNSET AND LOW LIGHT

Roads may lose the light earlier or later than official sunrise and sunset times, such as when a road is in a steep valley. If the light is fading where you are riding, turning your lights on earlier can help you be seen. Rain, and deep shadow from trees or buildings, can also reduce visibility.

You must have at least one rear light. Any rear light may flash. Rear lights must be red.

Lights must be seen from 200 metres away at night.

Your lights must not dazzle, confuse or distract other people.



## BE SEEN BUT DON'T DAZZLE

Lights and reflectors only work if they can be seen clearly – don't obscure them with bags or jackets.

Take care with very bright lights used for lighting your way – angle them slightly down and avoid pointing them directly at other people.

Flashing lights help catch people's attention. For front lights, one flashing light and one steady light is a good combination.

## Reflectors

All bikes must have a red or yellow reflector facing backwards, even if you only ride in daylight.

You must also have pedal reflectors when riding between sunset and sunrise, and at any other time when you need lights. Pedal reflectors must be on the front and back of each pedal. The movement of pedals with pedal reflectors is eye-catching.

Some pedals don't allow you to easily attach reflectors. If you ride at night without pedal reflectors, you must wear reflective material (such as reflective trim on clothing or a reflective band). Reflective bands on your arms can also help drivers see your hand signals clearly.







# Signalling

You must use hand signals correctly - use the correct signal for the situation, and signal for 3 seconds. You don't have to signal if it puts you at risk of losing control of your bike.

Hand signals let other people on the road know what you are doing. Use clear hand signals to help other people predict your movements and give you space.

## Use hand signals correctly

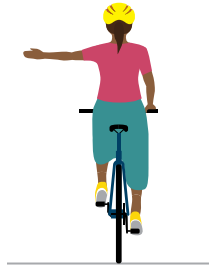
There are three official hand signals.

- Extend your left arm and hand to signal that you are going to turn or move left.
- Extend your right arm and hand to signal that you are going to turn or move right.
- Extend your right arm and raise your forearm and hand to signal that you are going to stop.

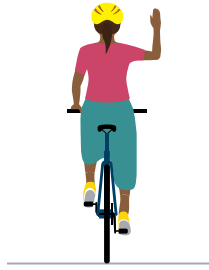
You must use the correct hand signal for at least 3 seconds before:

- moving into traffic
- stopping
- turning left or right
- moving left or right (such as starting off, changing lanes or taking the lane)
- entering or leaving a roundabout if you are turning left or right, as long as you can stay in control while signalling.

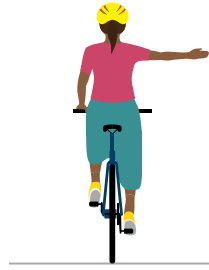
Once you start your manoeuvre, you may need both hands on the handlebars. Signalling before you start is your best opportunity to show what you plan to do.



Turning left



Stopping



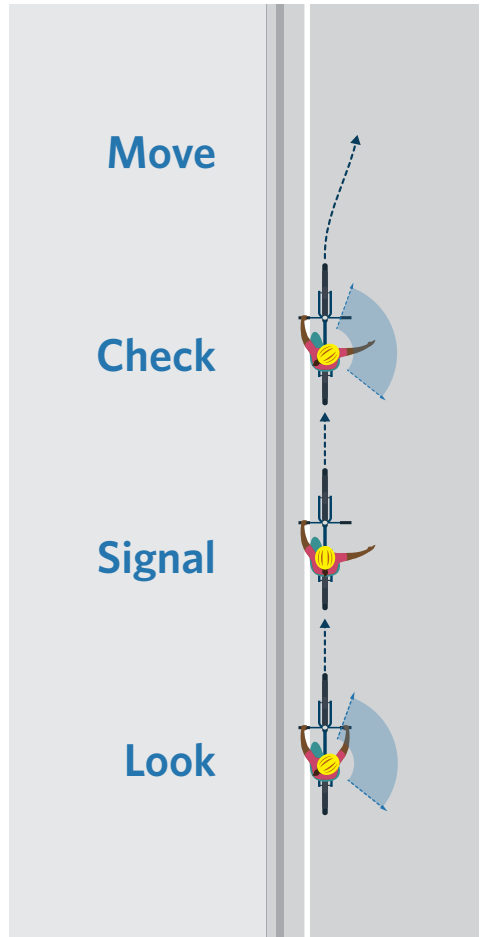
Turning right

## Look over your shoulder before you signal

When turning, changing lanes or pulling out into traffic, you need to see if traffic is approaching from behind you.

1. Look over your shoulder to check it is safe to move.
2. Signal.
3. Check it is still safe to move.
4. Move.

If it is not safe, wait until there is a suitable gap.



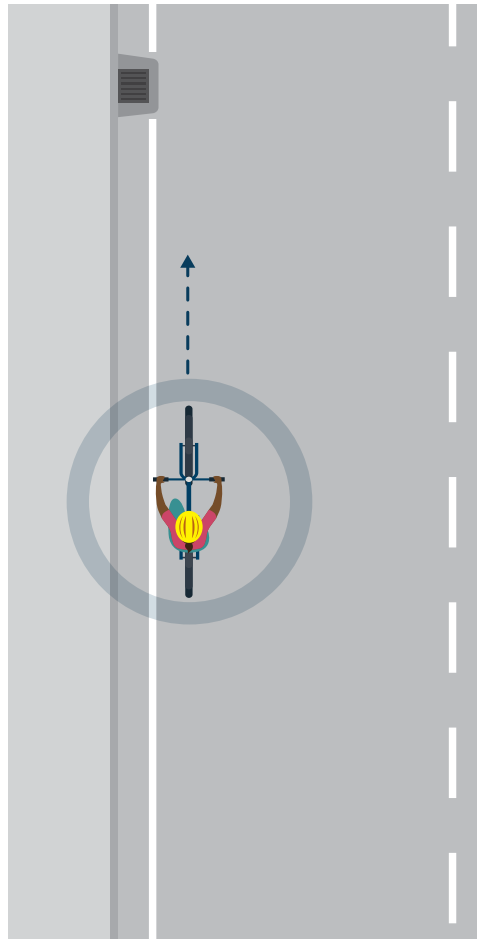
# Road positioning and passing

Position yourself correctly on the road. This means keeping left when it's safe. Sometimes you need to move to the right to stay safe.

## Keep left when it's safe

All road users must keep as 'near as practicable' to the left side of the roadway. This means you must generally keep left when riding, but not so far left that it affects your safety.

- Ride in a position where you have a good view and where other people can see you.
- Avoid swerving in and out - riding in a straight line will help other people predict your movements.
- Stay a safe distance from the kerb or edge of the road, so you avoid gutters, debris and stormwater grates.
- Where the road has a shoulder, you may ride on the shoulder.



## Q: HOW LONG SHOULD YOU TAKE THE LANE FOR?

A: TAKE THE LANE FOR AS LONG AS YOU NEED TO STAY SAFE. BE COURTEOUS TO OTHERS.

- Before moving back to the left, look ahead to see if you will need to take the lane again shortly. Avoid swerving in and out, which can reduce your visibility to others.
- When taking the lane to prevent unsafe passing, move back when the situation changes.
- When taking the lane for longer sections of road or at lower speeds, check regularly for following traffic, allowing it to pass when it is safe.

## Take the lane if you need to

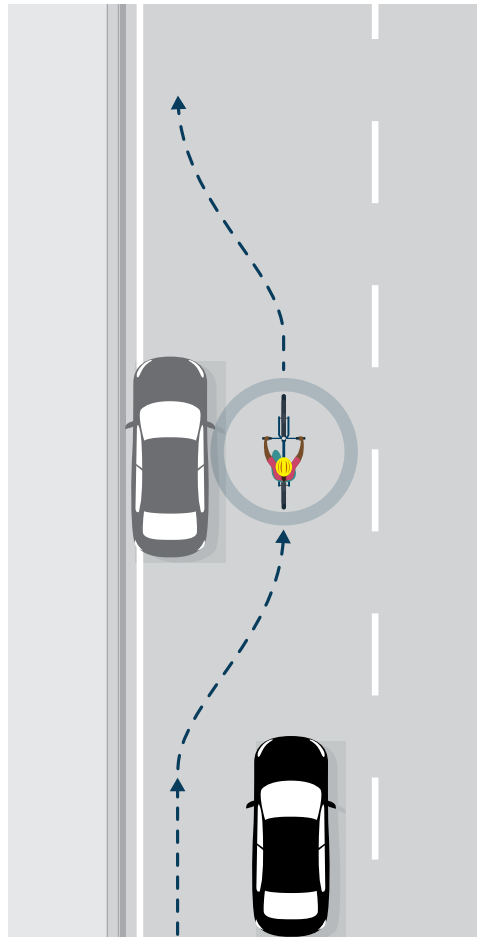
In some situations you need to move right, towards the centre of a lane. This is called 'taking the lane' and helps you avoid hazards and prevent unsafe passing.

Every situation is different. You will need to decide whether to take the lane depending on the road layout and width, and traffic speed and volume.

To take the lane :

1. Find a gap in the traffic, signal your intentions, check for following traffic and move across.
2. Take the lane for as long as you need.
3. Move back towards the left side of the road when it is safe.

Here are some situations where taking the lane can help you stay safe.



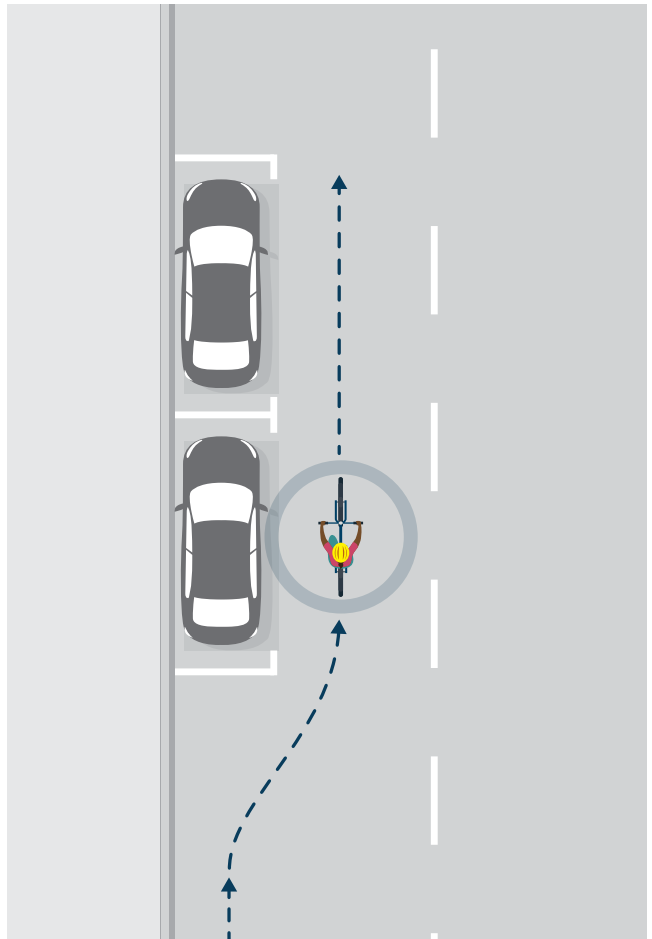


### Riding past parked cars

Take the lane to ride past parked cars or other stopped vehicles, allowing at least a metre clearance. After you pass the cars, move back to the left side of the road when it is safe.

Taking the lane here helps you avoid the 'door zone' where car doors can open unexpectedly in front of you.

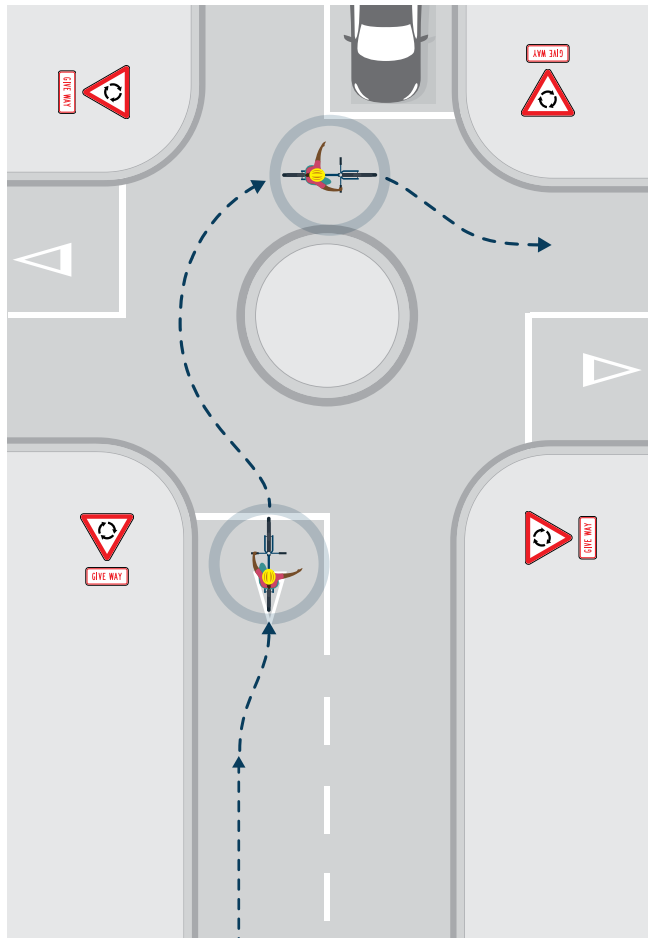
Taking the lane here also helps you see and be seen by people such as pedestrians waiting to cross the road, or drivers leaving driveways.



### Riding around a roundabout

Take the lane to approach the roundabout. Stay in the middle of the lane to ride around the roundabout. After you leave the roundabout, move back to the left side of the road when it is safe. See [Roundabouts \(page 41\)](#).

Taking the lane here puts you in the best position to be seen by drivers. It also helps prevent drivers from passing you while you approach and ride around the roundabout, or crossing your path when they exit.

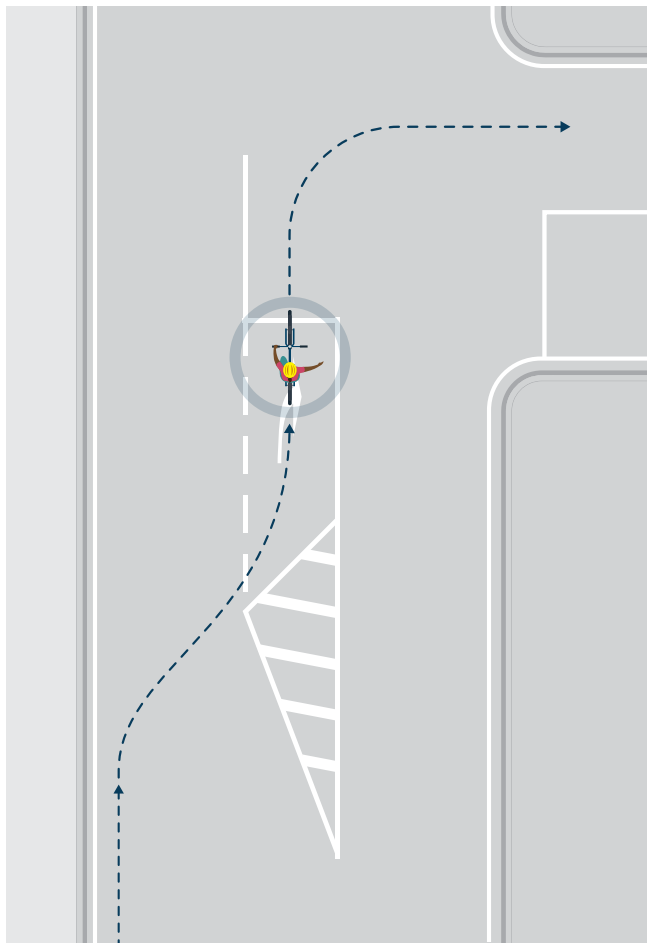




### Using turning lanes at an intersection

Take the appropriate turning lane to approach the intersection. Stay in the middle of the lane to ride through the intersection. After you leave the intersection, move back to the left side of the road when it is safe. See [Intersections \(page 20\)](#).

Taking the lane in the turning lane helps drivers realise you are planning to turn, reinforcing the message from your hand signal. It also helps prevent drivers from passing you while you approach or ride through the intersection.





## SHARROW MARKINGS

You may see a sharrow marking on the road. Sharrow markings remind everyone that people on bikes can take the lane.

Sharrow markings are used in places where people on bikes are likely to need to take the lane. They highlight that it may be a good idea in that location. You can take the lane in other places too.

### Riding on a narrow section of road

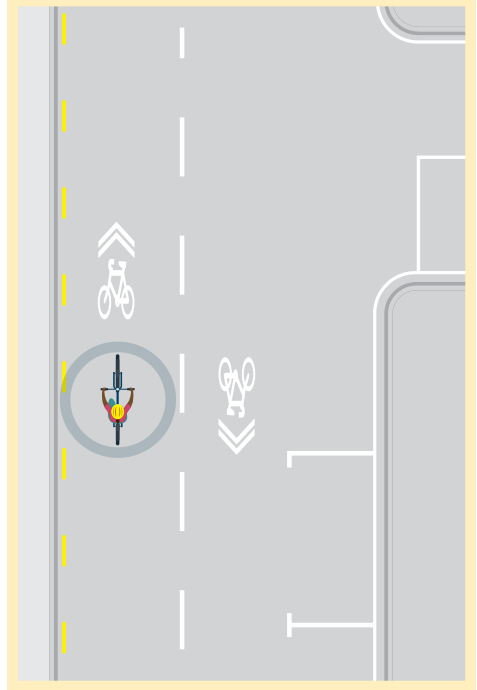
Take the lane to ride the narrow section of road. When the road widens, move back to the left side of the road when it is safe.

Taking the lane here helps prevent drivers passing you where the road is too narrow to pass safely. For longer sections of narrow road, check regularly for following traffic, allowing it to pass when it is safe.

### Passing other people and vehicles

You must pass on the right, with some exceptions. You are allowed to pass on the left when you are in a separate lane, such as cycle lanes or turning lanes. You are also allowed to pass on the left where vehicles are turning right or stopped, such as in a queue.

When passing a queue of traffic on the left, scan ahead for vehicles turning across your path into side roads.



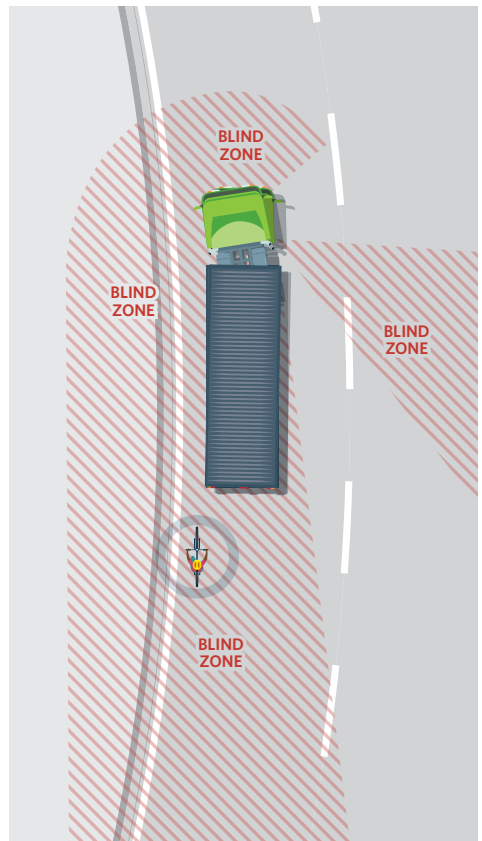
## MIND THE GAP

Slow down and be particularly careful when approaching a gap in a queue of vehicles. A driver may have left the gap for a turning vehicle. Watch for vehicles approaching the gap from either side.

## Passing trucks and buses

Heavy vehicles such as trucks and buses have large blind zones, especially when turning, so the driver probably won't be able to see you alongside them. Trucks also have blind spots immediately in front of the cab.

- Avoid passing a truck or bus that is turning or about to turn
- Anticipate the movement trucks and buses may make, such as pulling into a bus stop, cutting a corner or swinging wide before turning
- If you are stopped ahead of the truck make sure you are clear of the blind zone by checking the driver can see you
- If a truck or a bus is ahead of you in a queue of traffic, you will need to decide if you can get to the front of the queue before the traffic light changes, or the traffic moves. If you must get to the front of a queue, passing on the right of stationary vehicles is safer. If you cannot be sure you can get to the front of a queue before the traffic lights change, it is better to wait.



Blind zones where heavy vehicle drivers can't see a person on a bike – see [www.sharetheroad.org.nz](http://www.sharetheroad.org.nz) for more information.

## BUNCH CYCLING

Bunch cycling (riding in large groups) is an advanced skill. Find out more about this on the Cycling NZ website.

[www.cyclingnewzealand.nz](http://www.cyclingnewzealand.nz)

## RIDING WITH CHILDREN

Supervise young children carefully when riding with them. If possible, have an adult protect the group from behind. Make sure the group doesn't get too spread out.

### Passing queues of stationary or slow-moving vehicles

When you ride past queues of stationary or slow-moving vehicles, your visibility is reduced and turning drivers may not see you.

Watch out for people crossing the road between queuing vehicles, especially if your view ahead is restricted by a large vehicle.

### Passing other riders and pedestrians

Pass other people with patience and care.

On the road, you must pass other riders on the right. Allow as much room as possible and avoid startling them – a ring of your bell may help. If you are riding on a busy road, you may need to wait for a gap in the traffic so you can pass safely.

On shared paths, use slower speeds and give way to slower users. Pass other people with at least a metre gap to avoid startling them. Let pedestrians know you are approaching by politely calling out or ringing a bell well in advance, especially if they have not seen you. Where possible, ride on the left and pass on your right.

If you encounter a horse, it is sensible to give way, as they are easily startled.

### Riding with others

When you ride with others, think about other riders in the group and other people around the group. Inexperienced riders or children may need special attention.

When riding with others, follow the road rules by:

- riding so that no more than two riders stay side-by-side
- passing other moving riders and motor vehicles on the right, if they are in the same lane as you
- keeping a safe following distance
- not staying side-by-side when passing parked or moving vehicles.

Riding single file can also be a good idea on corners, hills and roads with less than 200 metres visibility.

# Intersections

An intersection is any place where at least two streets or roads join or cross.

An intersection can also be:

- any place where a public entrance or exit joins a road
- any place where shared paths or cycle-only paths join each other or a road.

The following sections explain the give way rules, how to approach intersections and how to ride through these different types of intersections:

- Uncontrolled intersections (without signs or traffic lights).
- Intersections with signs and markings.
- Intersections with traffic lights.
- Roundabouts.
- Crossings.

## The give way rules

The give way rules are the same for people riding bikes and driving other vehicles.

Giving way to someone means you make sure that person doesn't have to do anything to avoid you. For example, they don't have to stop, slow down or swerve.

There are times when other vehicles have to give way to you, but that doesn't mean you have the right of way. It's up to all road users to avoid a crash whenever we can. You should always be ready to stop, especially at intersections. Keep an eye out for hazards and look out for others who might make a mistake.

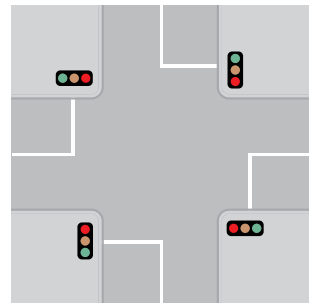
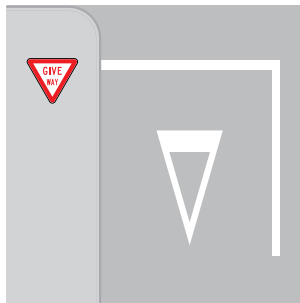
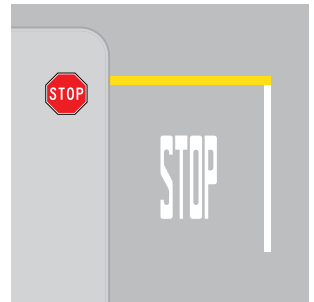
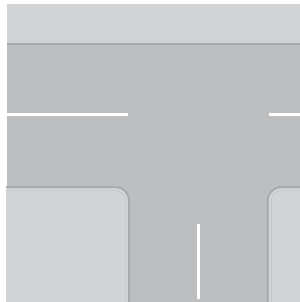
Give way rules are road rules that allow all road users to know who needs to give way and when they can go safely. There are five give way rules and they're the same whether you are riding or driving.



### Give way rule #1

You must stop or give way when necessary at these places:

- Intersections that have no signs or traffic lights (called uncontrolled intersections).
- Stop signs.
- Give way signs.
- Traffic lights.

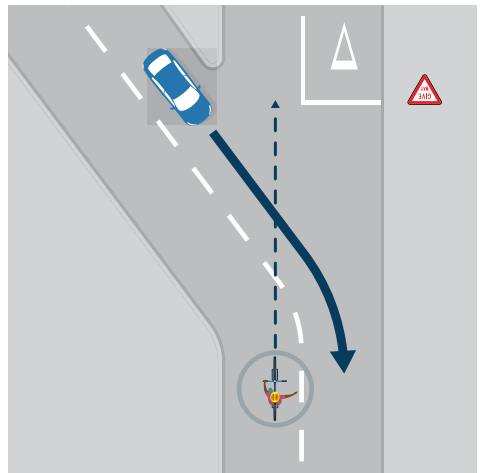
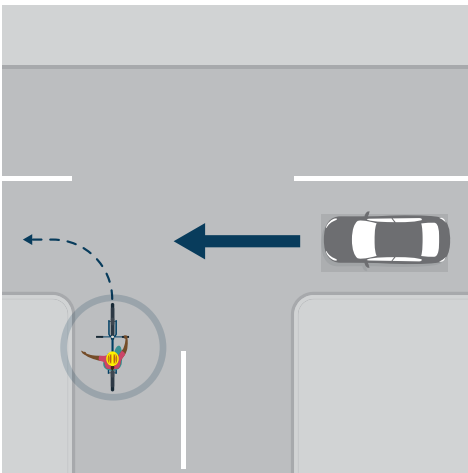


## Give way rule #2

If you're turning, you must give way to vehicles that are going straight ahead.

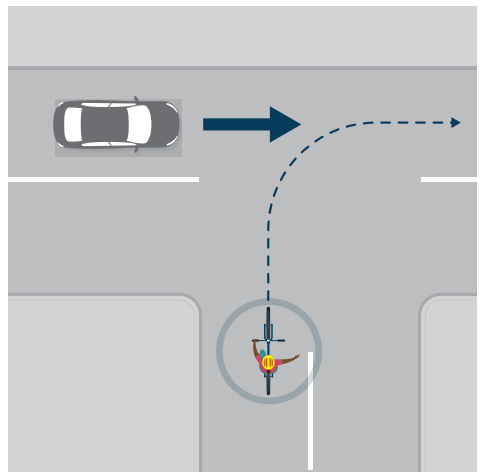
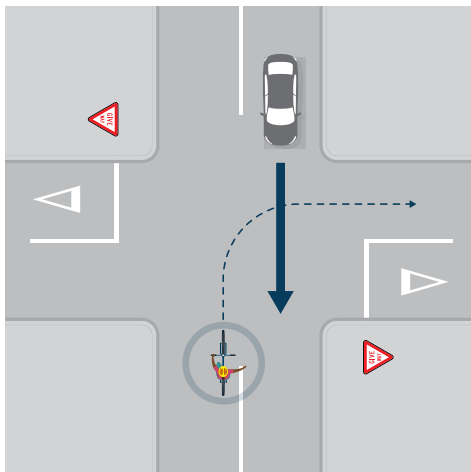
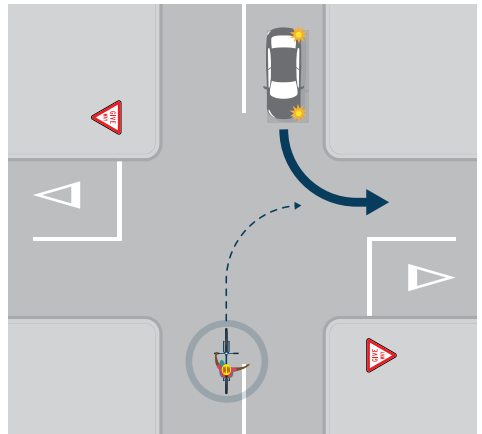
If you're leaving a marked centreline at an uncontrolled intersection, this counts as turning and you must give way to vehicles that are following the centreline.

If you're riding across a footpath, bus lane or cycle lane, you must give way to people on the footpath or travelling in those lanes.



### Give way rule #3

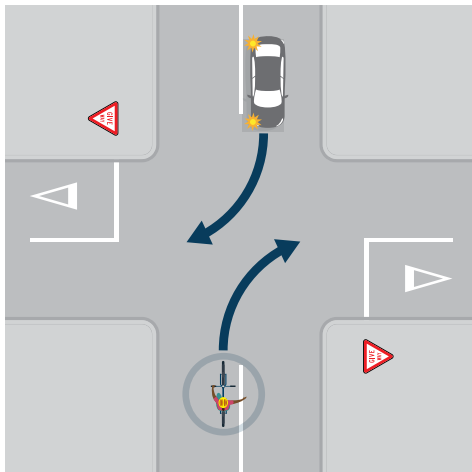
If you're turning right, you must give way to all vehicles coming towards you including those turning left. This rule applies when both vehicles are facing the same signs or traffic lights, or when they're not facing any signs or traffic lights.





If you and a vehicle coming towards you are both turning right, many intersections allow both vehicles to turn at the same time because your paths don't cross.

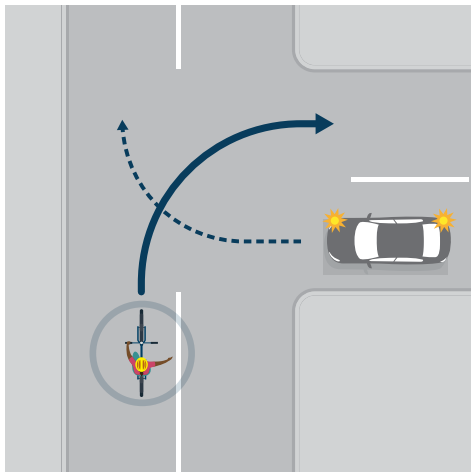
You can both go if it is safe, but be careful if your paths might cross – such as a large truck or bus needing more room to make the turn. And watch for following traffic that may not be turning.



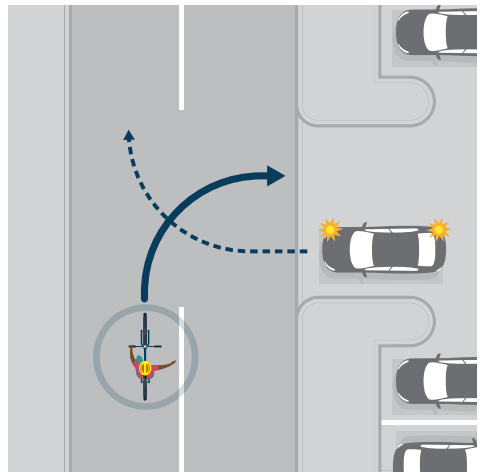


### Give way rule #4

At a T-intersection, public access or driveway, traffic on the road that ends must give way to all traffic on the road that continues.



Intersection



Public entrance or exit

### Give way rule #5

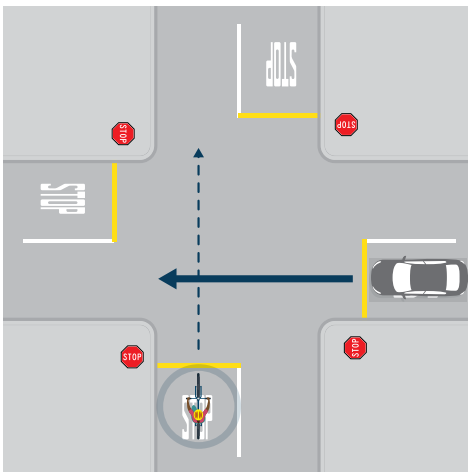
If none of the other four give way rules apply, use rule #5. This rule says that you must give way to all vehicles coming from your right.

If all roads at an intersection have the same sign (for example, a stop sign) or no sign, you must give way to everything coming from your right.

### Courtesy helps

The five give way rules are useful most of the time. But sometimes you'll need to use a bit of common sense. We all have to share the roads. Part of good driving, cycling, scooting and walking is being courteous and considerate of others.

The give way rules at pedestrian crossings are different. See [Crossings \(page 46\)](#).





## Approaching intersections

Move right, towards the centre of the lane. See [Take the lane \(page 13\)](#) before reaching the intersection.

If the road you are on has more than one lane each way through the intersection, get into the correct lane before the intersection. See [Signalling \(page 10\)](#).

If traffic is queuing at the intersection, you may be able to move carefully to the front of the queue. See [Using advanced stopping places \(page 33\)](#), [Passing trucks and buses \(page 18\)](#) and [Passing queues of stationary or slow-moving traffic \(page 19\)](#).

Signal if you are turning left or right. See [Signalling \(page 10\)](#).

Follow the traffic lights, signs or give way rules controlling the intersection you are at.

## Uncontrolled intersections (without signs or traffic lights)

Follow the give way rules. See [The give way rules \(page 20\)](#).

Look for others approaching the intersection. Only move when your way is clear. Make eye contact with drivers where possible to make sure they have seen you.

## Intersections with signs

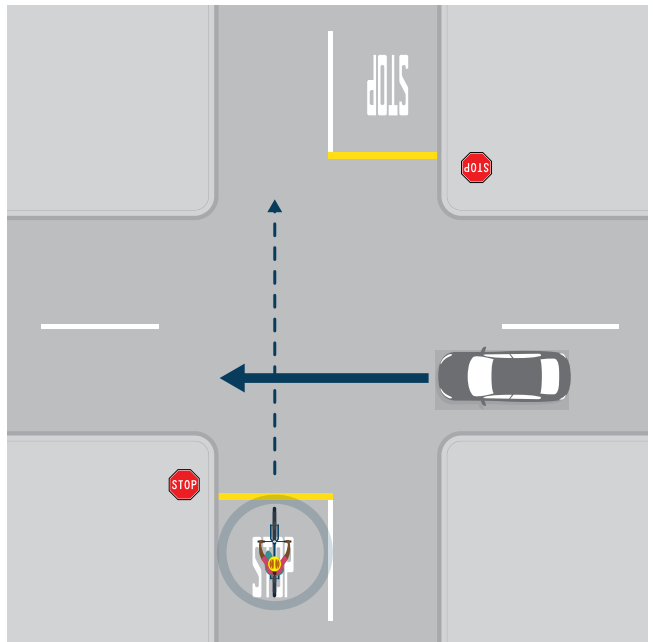
Obey stop and give way signs and road markings and then follow the give way rules. See [The give way rules](#).

### Stop signs and markings

As well as the stop sign, the word STOP and a single yellow line will be painted on the road.

At a stop sign you must come to a complete stop. Stay stopped until you have given way to all other vehicles.

If another vehicle is also stopped at a stop sign, then follow the give way rules in order. See [The give way rules](#).



Stopping at a stop sign – the person cycling stops at a stop sign and gives way to the car.

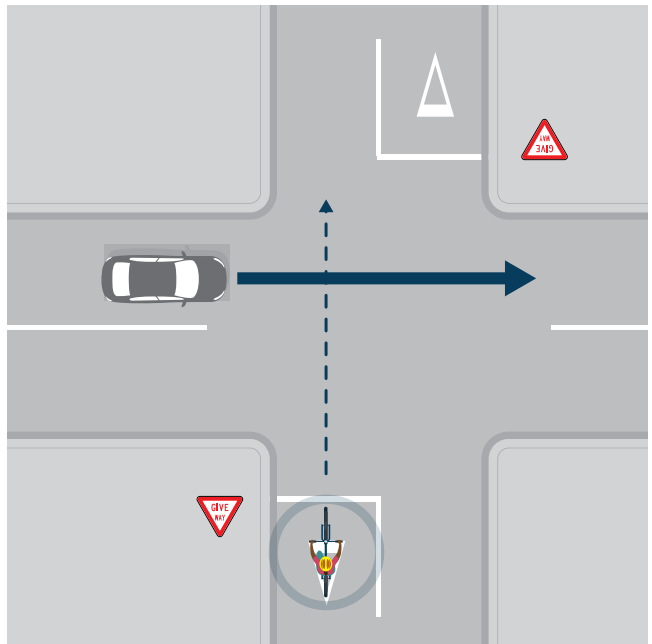


### Give way signs and markings

As well as the give way sign, a triangle give way marking and a white line will be painted on the road.

At a give way sign, you must slow down and be ready to stop. Give way to all other vehicles except those that have stopped at a stop sign.

If you and another vehicle are coming towards each other and you are both at give way signs, then follow the give way rules. See [The give way rules](#).



Giving way at a give way sign - the person cycling stops at a give way sign and gives way to the car.

## Intersections with traffic lights

The signs, road markings, traffic lights and give way rules at intersections with traffic lights generally work the same for everyone on the road. See [The give way rules](#).

There are a few bike-specific signs, markings and traffic lights that help you use intersections. See [Bike-specific traffic lights \(page 32\)](#), [Using advanced stopping places \(page 33\)](#), [Hook turns \(page 36\)](#) and [Bike detectors \(page 40\)](#).

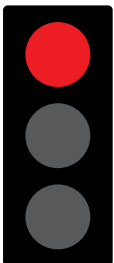
## Traffic lights and road markings

At intersections with traffic lights, the traffic lights control the give way rules. You must stay in your lane until you have passed the intersection.

### Standard traffic lights

With standard traffic lights, you still need to give way in some situations. See [The give way rules](#).

- If you're turning right, you must give way to all vehicles coming towards you including those turning left.
- If you are turning left, you must give way to people crossing the road. This includes people riding mobility devices, skateboards, e-scooters and scooters.



A red signal means you must stop.



A yellow signal means the lights will soon turn red. You must stop, unless you are so close to the intersection that you can't stop.



A green signal means you can go if it's safe.



If you see red flashing lights, you must stop before the limit line marked on the road, and stay stopped until they stop flashing. You may see red flashing lights near places such as railway crossings, fire stations and ambulance stations.



A flashing yellow signal, or no signal at all, means the traffic lights are not working. You must follow the give way rules like you would for uncontrolled intersections. See [The give way rules](#).

### Arrow traffic lights and turning lanes

When arrows are displayed on traffic lights, they apply to vehicles turning in the direction the arrow is pointing. They are generally used together with dedicated turning lanes.

If no arrow is displayed, follow the rules for the standard traffic lights that apply to the lane you are riding in and the direction you want to go.

The full range of traffic light and arrow combinations are described in the give way rules section of the online Road Code on the Waka Kotahi website. [www.nzta.govt.nz/givewayrules](http://www.nzta.govt.nz/givewayrules)



A red arrow means you must stop if you are travelling in the direction the arrow is pointing.



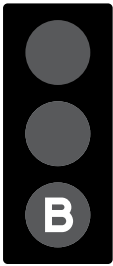
A yellow arrow means you must stop if you are travelling in the direction the arrow is pointing, unless you are so close to the intersection that you can't stop.



A green arrow means you can go if you are travelling in the direction the arrow is pointing.

## B IS FOR BUS – AND BIKE

The white 'B' light in a set of bus-priority traffic lights refers to both buses and bikes. You can ride in bus lanes but not bus-only lanes. See [Bus lanes and bus-only lanes](#) (page 53).

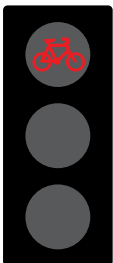


### Bus-priority traffic lights

Some intersections have specific lanes and traffic lights for buses. If you're waiting in a bus lane with bus-priority traffic lights, go when the white 'B' light shows. This light gives a head start to you and any buses in the lane.

### Bike-specific traffic lights

Some intersections have specific traffic lights just for people riding bikes. For example, the lights might allow riders to start before other traffic, or they might control riders on cycle paths or shared paths. Bike-specific traffic lights are marked with a bike symbol.



A red bike symbol means you must stop.



A yellow bike symbol means you must stop, unless you are so close to the intersection that you can't. Many bike-specific traffic lights only have red and green lights.



A green bike symbol means you can go if it's safe.

If no bike symbol is displayed, follow the rules for the standard traffic lights that apply to the lane you are riding in and the direction you want to go.

### Using turning lanes

Some intersections have lanes dedicated to turning traffic. Lane arrows, signs or traffic lights indicate these turning lanes. You must use the correct lane if you want to turn, and if you are in a turning lane when entering the intersection, you must turn.





### Using advanced stopping places

Some intersections have advanced stopping places for bikes. These are areas marked with a bike symbol, further ahead than the stop line where other traffic waits at the intersection. There are two types – advanced stop boxes and advanced stop lines.

You can use advanced stopping places when you need to wait at an intersection. Take care if you need to pass a queue of traffic to reach an advanced stopping place. See [Passing other people and vehicles \(page 17\)](#).

When you wait in an advanced stopping place instead of beside a queue, you are more visible to drivers. Because you start from the front of the queue, turning vehicles are less likely to cross your path.

Drivers of other vehicles must not stop or block advanced stopping places or the marked cycle lanes leading to them. This includes motorbike riders.

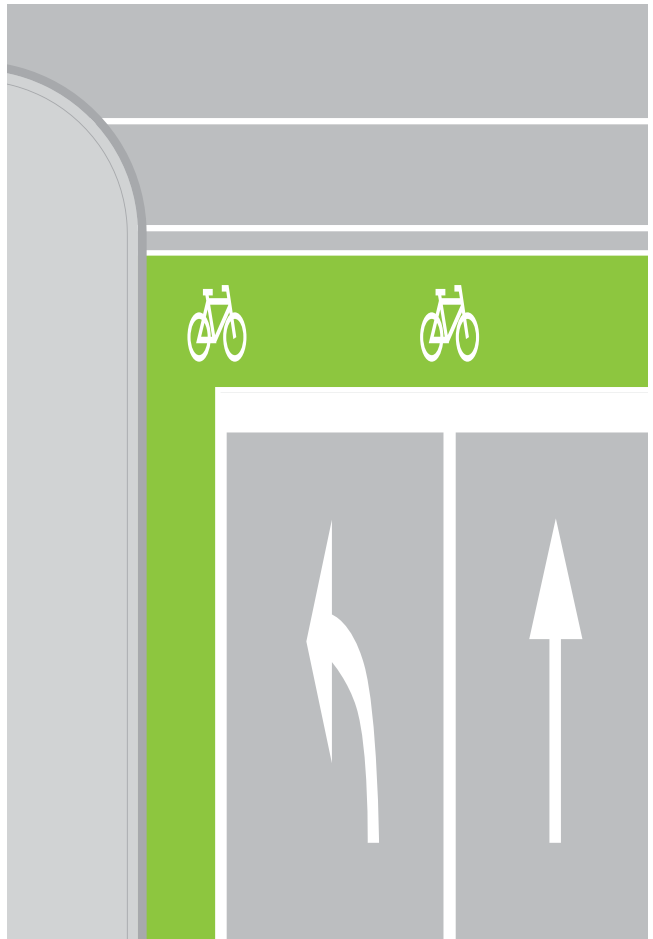


### Advanced stop boxes

Advanced stop boxes are areas at the front of the traffic lanes at an intersection, marked with a bike symbol on a green background.

Advanced stop boxes sometimes have a marked cycle lane leading to them, or a row of painted diamonds to show where the bike detector is. See [Bike detectors \(page 40\)](#).

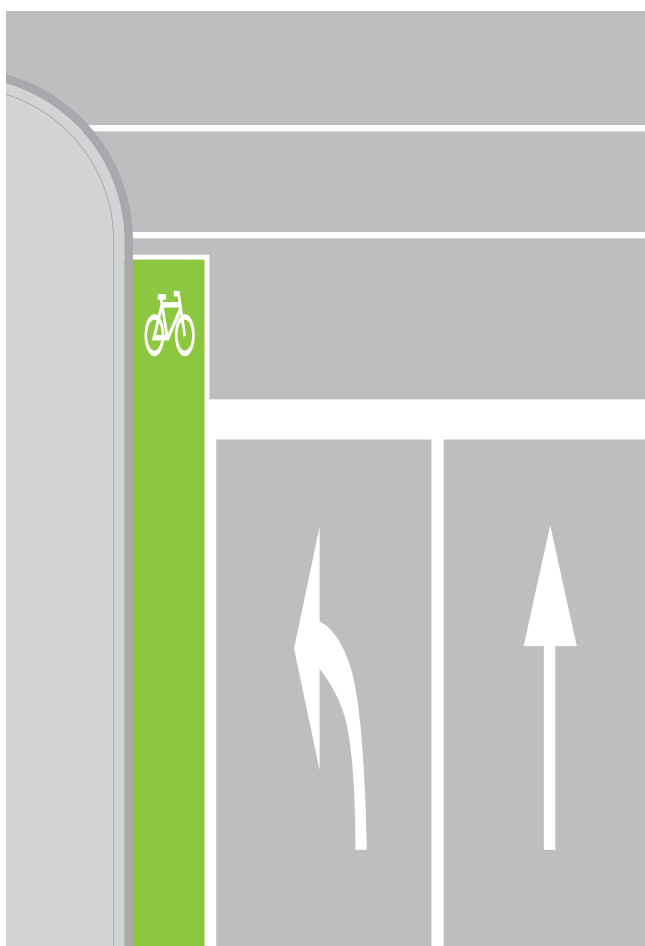
Several riders can fit in one advanced stop box. If possible, leave room for other riders and position yourself to suit the direction you want to go.





### Advanced stop lines

Advanced stop lines are stop lines where a cycle lane extends further than the general traffic lane next to it. This means riders stop further ahead than general traffic.



## Alternatives to turning right across traffic

Turning right at some intersections can be difficult. If you prefer, you can:

- pull to the left and pause to wait for a safe opportunity to cross
- stop in a safe place and walk your bike to cross as a pedestrian would
- complete the turn in four steps as a hook turn.

Hook turns mean that you can stay on the left side of the road at all times – you don't need to move across traffic to turn right.

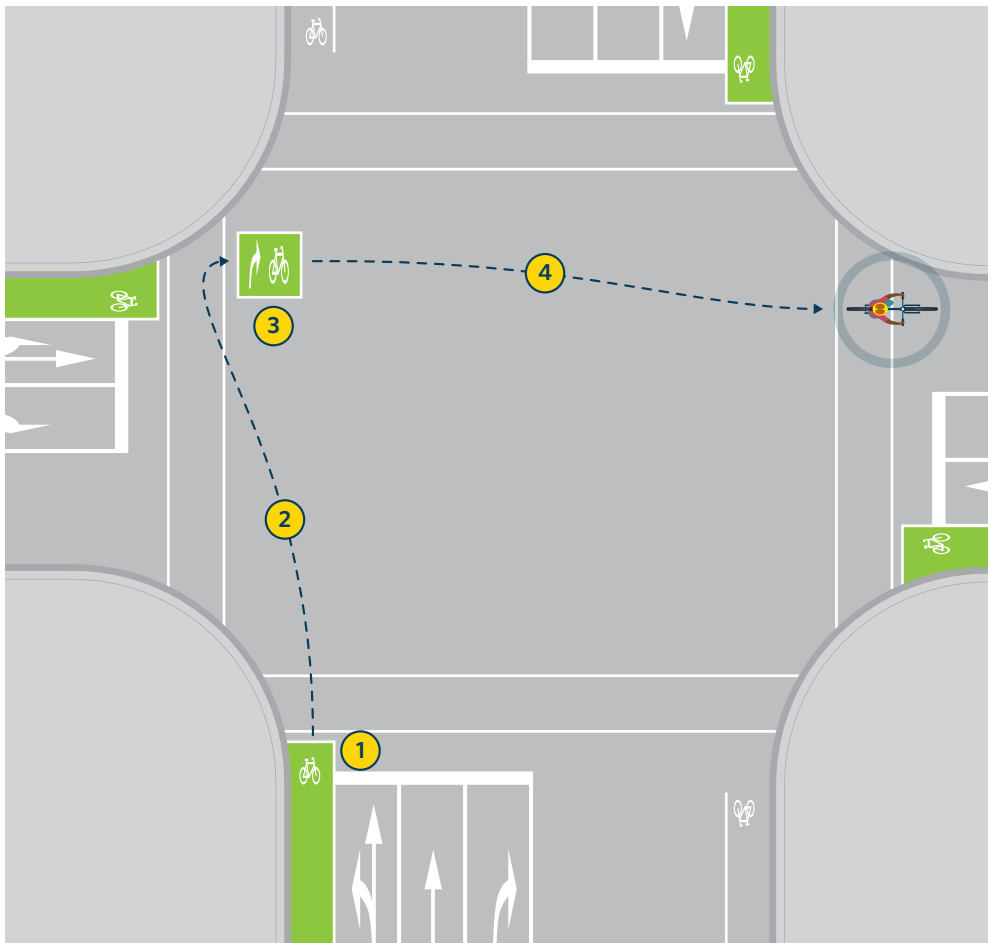
## Doing a hook turn

A hook turn at a crossroads with traffic lights takes four steps.

Steps in a hook turn:

1. Approach the intersection in the cycle lane or the left-most lane that goes straight ahead.
2. Cross the intersection when the traffic light for going straight ahead turns green.
3. Stop in the marked area of road just before the footpath, turning to face the direction you want to go. If there isn't a marked place, stop ahead of the lane for the direction you want to go. Stay clear of crossing pedestrians and traffic that will need to pass while you are waiting.
4. Cross the intersection when the traffic light for going straight ahead turns green.

Hook turns are most useful at crossroads with traffic lights. The basic idea of making a right turn in stages can also help you in other situations where you want to avoid moving across traffic.

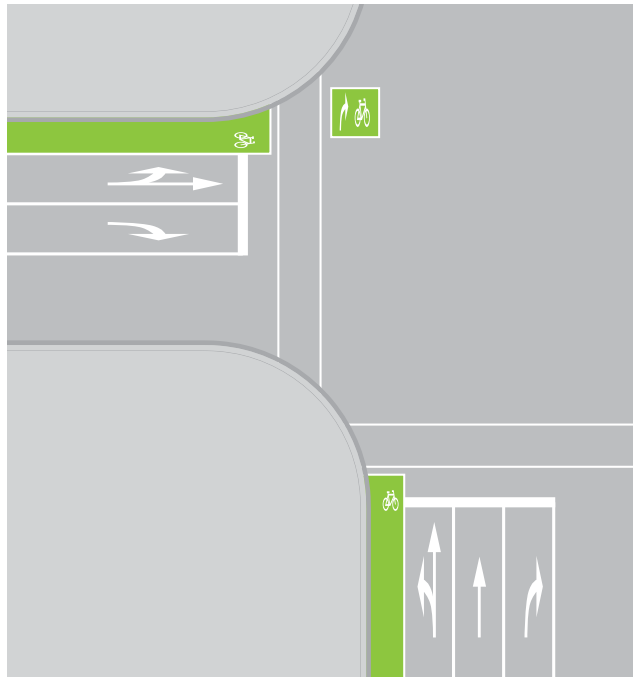


## Hook turn markings and signs

Some intersections have markings and signs to help you do a hook turn. See [Road markings \(page 59\)](#) and [Information signs \(page 58\)](#).

Hook turn markings are a green box marked with a bike and a turning arrow. They show you a good place to stop and wait for the traffic lights to change – ahead of traffic in the direction you want to go and away from the traffic you started with.

Hook turn signs show a hook turn diagram. They recommend hook turns at a particular intersection.



Hook turn sign

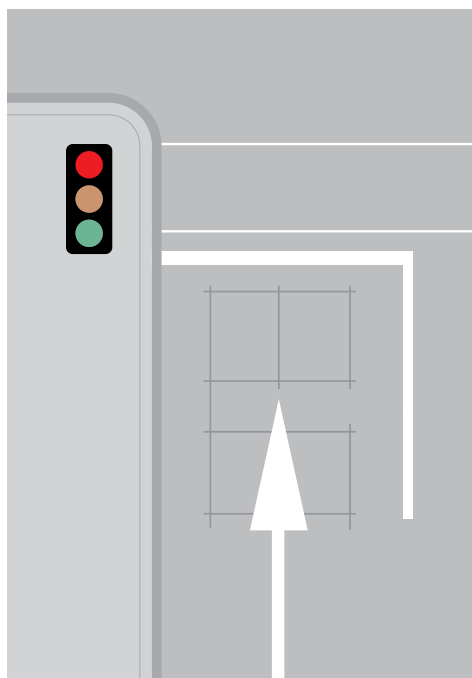


### Activating detectors at traffic lights

All intersections with traffic lights have vehicle detectors set in the road surface just before the intersection's white stop lines. When a vehicle stops over the detector, a message tells the traffic light you are waiting. Sometimes bikes aren't detected because they are smaller than other vehicles.

Stop your bike directly over the vehicle detector for the best chance of being detected. Look for signs of the detector's location – check for cut lines in the road, sometimes covered with tar. Stop your bike over any of the cut lines.

If you have been waiting for a while and your bike hasn't been detected, pushing a pedestrian crossing button can trigger the traffic lights.





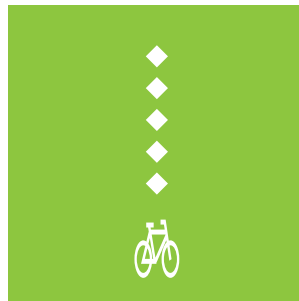
### **Bike detectors**

Some advanced stopping places and crossing points are marked with a row of diamonds to show there's a special detector for bikes. Stop your bike over the diamonds to trigger the traffic lights.

### **Bike warning signs**

Bike warning signs are active warning signs designed to warn approaching drivers that you are riding nearby. You may see bike warning signs at narrow bridges, on and off ramps, places where you ride across busy driveways and in other similar places.

Some bike warning signs activate automatically when you ride over a bike detector marked with diamonds. Others have a button to push. The lights are designed to stay on long enough for you to ride past the place where drivers may cross your path.



Diamonds in a line indicate bike detectors



A bike warning sign



## HIGH-SPEED ROUNDABOUTS

Approach high-speed roundabouts with care. Rather than taking the lane, it's better to wait for a big enough gap in the traffic for you to travel around the roundabout without risk of someone crossing your path at high speed. In some situations, it may be easier to stop and cross as a pedestrian if there are good pedestrian options.

## Roundabouts

The signs, road markings and give way rules at roundabouts generally work the same for everyone on the road.

### Lane positioning and giving way at roundabouts

Move into the centre of the lane before entering the roundabout. See [Take the lane \(page 13\)](#). Stay in the centre of the lane to ride around the roundabout. After you leave the roundabout, move back to the left side of the road when it's safe.

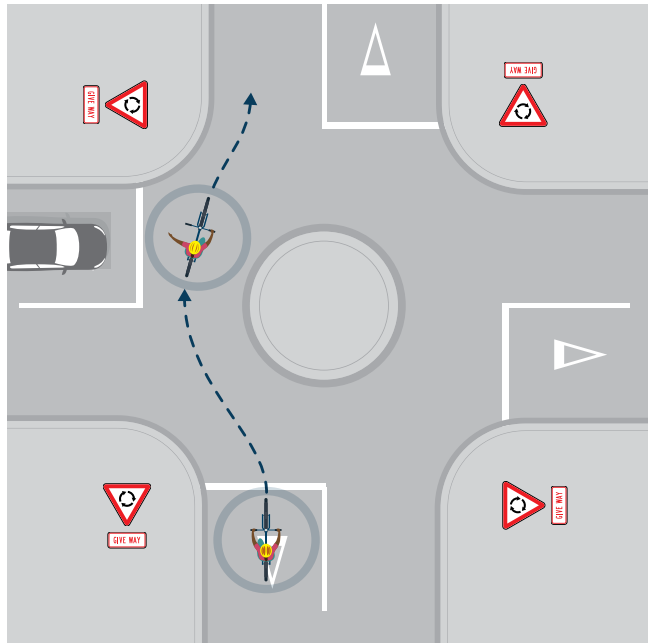
You must give way to vehicles already on the roundabout or entering the roundabout from a road to your right. Follow any instructions given by a sign, road marking or traffic lights.

### Signalling at roundabouts

Signal before entering and leaving the roundabout if you are turning left or right, as long as you can stay in control while signalling. See [Signalling \(page 10\)](#).

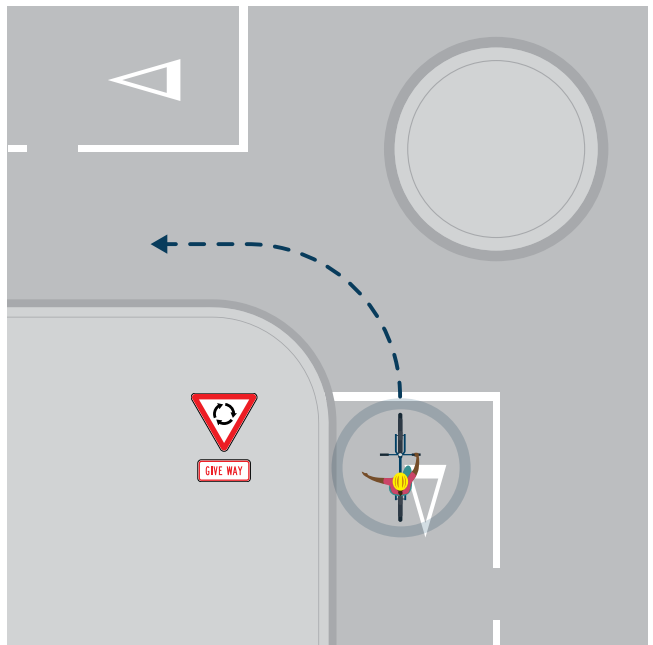
### Riding straight on at a roundabout

Don't signal before entering the roundabout. Signal left when you pass the exit before the one you want.



### Turning left at a roundabout

Signal left before entering the roundabout. Signal left before leaving the roundabout.



## DON'T SIGNAL IF IT PUTS YOU AT RISK OF LOSING CONTROL

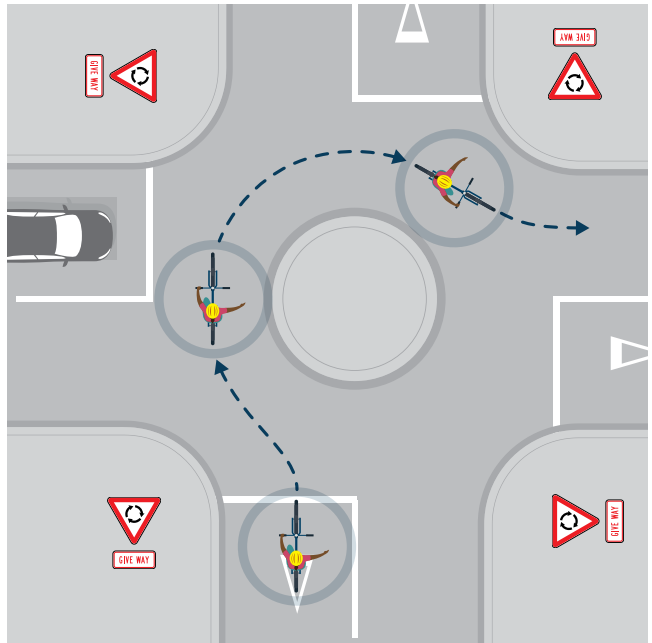
Sometimes you may need both hands on the handlebars to stay in control. It's okay to only signal at a roundabout when you can do it safely.

For example, when turning right at a roundabout you might signal turning right, put both hands on the handlebars to ride around the roundabout and signal again just before the exit. Or you might only signal briefly to let others know you are turning, rather than for the full three seconds.

In some conditions, such as high winds or on a rough surface, you might not be able to signal at all.

### Turning right at a roundabout

Signal right before entering the roundabout.  
Signal right while you ride around the roundabout.  
Signal left when you pass the exit before the one you want.

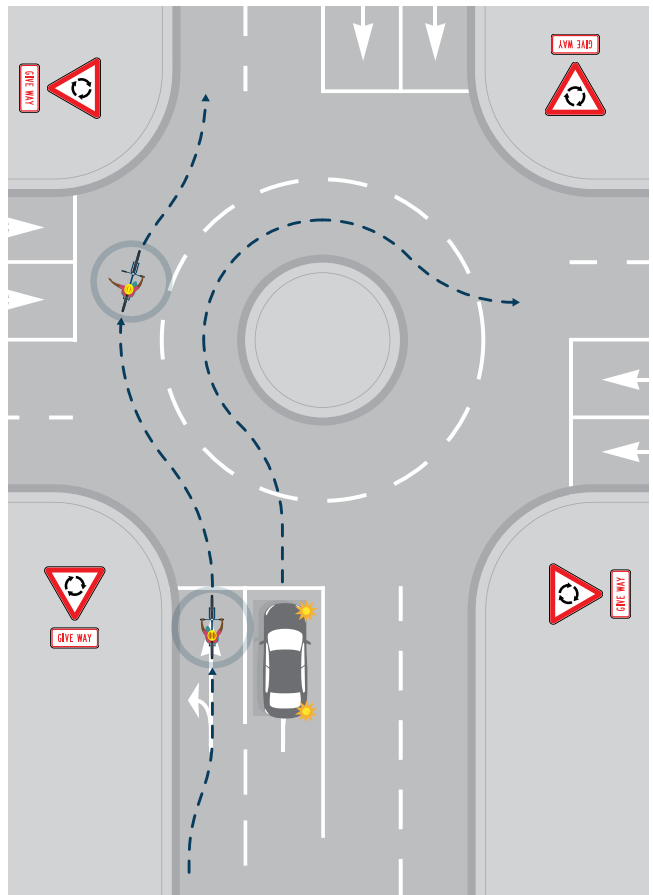


## Multi-lane roundabouts

Get into the correct lane before the roundabout. For example, if you are turning right, signs or road markings may tell you to get into the right-hand lane.

Move into the centre of the lane before entering the roundabout and give way as usual. See [Lane positioning and giving way at roundabouts \(page 41\)](#). Signal as usual. See [Signalling at roundabouts \(page 41\)](#).

Multi-lane roundabouts are difficult as they can also be high-speed or busy. In some situations it may be easier to take a route that avoids the roundabout altogether, or cross as a pedestrian if there are good pedestrian options.



## Crossings

Crossings are a type of intersection. This section outlines how to use different crossings and who gives way. Common types of crossing include pedestrian crossings, cycle crossings, dual pedestrian and cycle crossings, and crossings at railway lines.

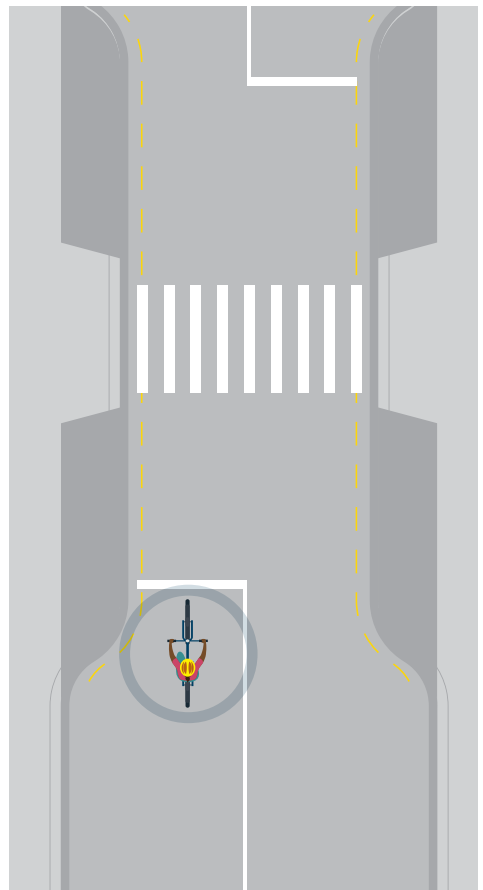
### Give way at pedestrian crossings

Pedestrian crossings are intersections where people on foot have priority. If you are riding, you must give way at a pedestrian crossing. Slow down and be ready to stop for any pedestrians on a crossing or waiting to cross. There are a number of different types of pedestrian crossings.

### Marked pedestrian (zebra) crossings

At zebra crossings with no traffic island, stop and give way to people walking on any part of the crossing or who are waiting to cross.

Some zebra crossings have a traffic island in the middle. Stop and give way to people walking on your half of the road or who are waiting to cross.



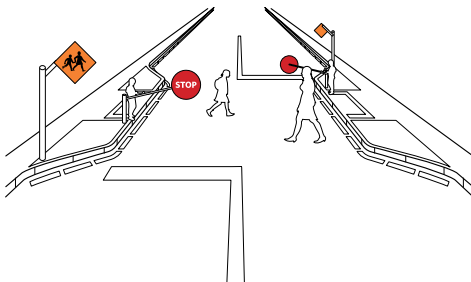
Zebra crossing



School patrols sometimes manage a zebra crossing. Stop when a sign is held out and wait until it is withdrawn.

**Kea crossings (school crossing points)**

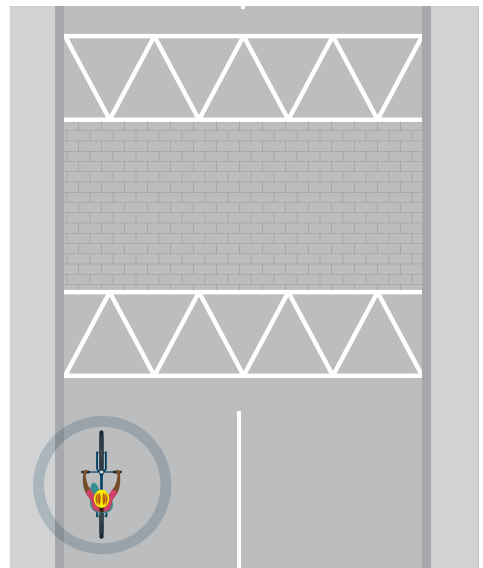
A kea crossing is a temporary school patrol crossing without a marked pedestrian (zebra) crossing. Stop when the sign is held out and wait until it is withdrawn.



Kea crossing

**Courtesy crossings**

Courtesy crossings are usually made of bricks or paving or raised above the level of the road. A courtesy crossing is not an official pedestrian crossing, but to be polite, you should stop for people on the footpath waiting to cross. You must give way to people already crossing.



Courtesy crossing

## CROSS THE RAILS WITH CARE

To avoid your bike's wheels getting stuck in railway lines or slipping in wet conditions, cross the rails at a right angle or as close as possible to one.



### Walk your bike across pedestrian crossings

If you want to cross at a pedestrian crossing you should get off your bike and walk. Cycle crossings, courtesy crossings, and shared pedestrian and cycle crossings are the only crossings you can ride across.

### Using shared pedestrian and cycle crossings

Some crossings are designed for people on foot and people riding bikes. These are often part of shared paths.

Shared crossings may have a set of coloured crossing lights that display bike symbols as well as the normal pedestrian lights. Cross when the bike symbol is green. Pedestrians must only cross when the pedestrian symbol is green – this may be at the same time or separately.

Shared crossings without crossing lights may have markings like a zebra crossing or different markings, for example a dedicated cycle lane beside the striped pedestrian crossing.

If a shared path uses a courtesy crossing, you can ride your bike across without

getting off and walking. Vehicles approaching a courtesy crossing don't need to give way, but they may stop for people waiting to cross.

Ride courteously around people on foot. See [Passing other riders and pedestrians \(page 19\)](#).

### Using cycle crossings

Some crossings are designed for people riding bikes, for example to cross an intersection while using a cycle path. Cycle crossings have a set of coloured crossing lights that display bike symbols. Cross when the bike symbol is green.

### Crossing railway lines safely

When you approach a railway crossing, you should slow down and be ready to stop. If the crossing has active bells, lights or barrier arms, then you must wait until the bells and lights have stopped and the barrier has moved out of the way.

Some railway crossings don't have bells, lights or barriers. Look as far as you can up and down the railway line to check whether any trains are coming.





Cycle crossing



Signalised dual crossing

# Paths, cycle lanes and bus lanes

You may encounter several types of cycle lanes or paths, and bus or transit lanes. Some are separated from some or all traffic, or shared with people walking.

You are not required by law to use cycle lanes, paths or bus lanes and you have the right to use the road. For example, if the road is suitable and you are travelling at speed, you might want to avoid shared paths with many people walking.

## Cycle lanes on a road

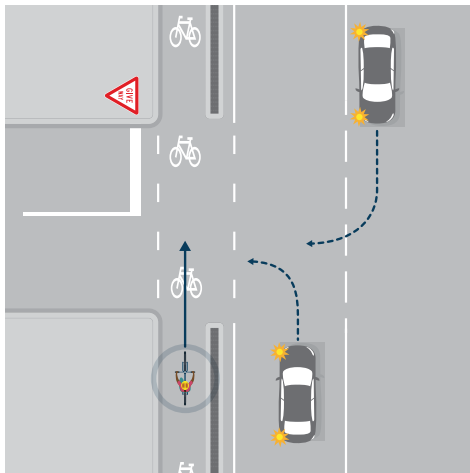
Cycle lanes are painted lanes along a roadway, designed to be used by people riding bikes. Cycle lane markings can include painted edge lines, bike symbols, 'bike lane' wording and may include green paint.



## Cycle-only paths

Cycle-only paths (or separated cycleways) are marked with signs or markings and are physically separated from traffic on the road. Separators can include kerbs, bollards or planted areas. Some cycle-only paths are located away from roads altogether. Some cycle-only paths are one-way and some are two-way. Ride in the correct direction, shown by signs or markings. Ride on the left and pass on your right.

Some cycle-only paths are one-way and some are two-way. Ride in the correct direction, shown by signs or markings. Ride on the left and pass on your right.





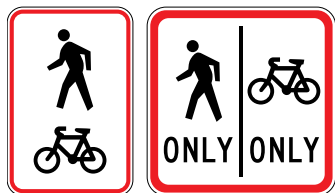
## Shared paths

Shared paths are off-road paths such as widened footpaths, marked with signs or markings and are physically separated from the roadway. They are for people walking and riding bikes as well as push scooters, e-scooters, skates, skateboards and other similar ways of getting around.

Pass other people with patience and care. See [Passing other riders and pedestrians \(page 19\)](#). Some shared paths have signs to let you know who has priority, such as pedestrians. You must give way to people who have priority.

## Footpaths

It's illegal to ride a cycle on footpaths unless you're delivering mail or the cycle has very small wheels (wheel diameter less than 355 millimetres). As well as people walking, footpaths can be used by people on push scooters, e-scooters, skates, skateboards, and other similar ways of getting around.



Shared path sign

Segregated shared path, people riding bikes must stick to the side of the path marked for bikes.



## Bus lanes and bus-only lanes

Bus lanes and bus-only lanes have signs or markings to show that they can only be used by special kinds of vehicles.



Bus lanes have a BUS LANE road marking and sign. You can ride a bike in bus lanes.



Bus-only lanes have a BUS ONLY LANE road marking and sign. You must not ride a bike in bus-only lanes.

Bus lanes and bus-only lanes apply all the time unless there's a sign saying what days and times they apply. Other vehicles may use these lanes outside these days and times.

## Transit lanes

Transit lanes have signs or markings to show that they can only be used by vehicles with passengers.

Bikes, buses, shuttles, taxis, motorbikes and mopeds can use transit lanes, even if they don't have passengers. Transit lanes apply all the time unless there's a sign saying what days and times they apply.



This sign indicates a transit lane in which cars must have at least one passenger (T2).

# Road signs and markings

Road signs tell you where you are and what to do. They are needed to help keep everyone safe. This section lists common signs and explains what they mean.

There are three types of sign:

- compulsory signs
- warning signs
- information signs.



One-way bridge: give way to all vehicles coming towards you.



One-way bridge: you have priority.

## Compulsory signs

Compulsory signs are usually red or blue. They tell you what you must or must not do.



You must stop completely, give way to any traffic and only move off again when your way is clear.



You must slow down and give way (or stop if necessary).



You must slow down and be prepared to stop for traffic in the roundabout or entering the roundabout from the right.



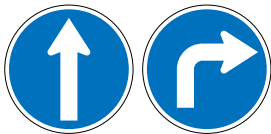
You must not cycle here.



You must not turn left here.



You must not go into this road.



You must move in the direction shown on the arrow.



This is a shared path for walking and cycling.



School patrol: you must stop and remain stopped until the sign is withdrawn.



Walk only on the left side and cycle only on the right.



Cycle lane



You must exit if you are cycling.



Bus lane that can also be used by cycles and motorcycles.



Bus-only lane that can only be used by buses.



Exemption to a regulatory sign if you are cycling.



## Warning signs

Warning signs are usually diamond-shaped. They warn you to be careful for your own safety and the safety of other people.

Permanent warning signs are yellow or fluorescent yellow/green. Temporary signs are orange.



Look out for bike riders



Cycle path crossing ahead



Take care cycling over railway tracks





Look out for children



Pedestrian crossing



Road narrows ahead



Slippery surface



Railway tracks ahead



Roundabout ahead



Wind gusts



Roadworks ahead



Stop on request



Detour for cycling on the left



Slips



Pass people cycling at a safe distance and where possible slow down.

## Information signs

Information signs come in a range of different colours and sizes.



You may turn left, but first give way to pedestrians and vehicles.



A hook turn is recommended for bikes turning right at the intersection ahead.



Use the left shoulder if you are cycling.



Cross here if you are cycling.



Cyclists can travel in either direction in the adjacent cycle lane.



Use ramp to leave road here if you are cycling.



Confirms that cyclist is on the NZCT and the route is turning right.



Shows the way to the nearest information centre.



Route for cycling, with destination.



Cycle parking



Route confirmation and distances.



Shows distances to places.





## Road markings

A sharrow marking is a bike symbol with a double chevron above it. Sharrow markings remind everyone that people riding bikes can take the lane. See [Take the lane \(page 13\)](#).

A hook turn marking is a green box marked with a bike symbol and a turning arrow. It shows a good place to stop and wait during a hook turn. See [Alternatives to turning right across traffic \(page 36\)](#).

An advanced stop box marking is a green box marked with a bike symbol. You can use advanced stopping places when you need to wait at an intersection. See [Using advanced stopping places \(page 33\)](#).



Sharrow marking



Hook turn marking



Advance stop box marking





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If you have further queries,  
you can write to us:

Waka Kotahi NZ Transport Agency  
Private Bag 6995  
Wellington 6141

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**[www.nzta.govt.nz](http://www.nzta.govt.nz)**

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