

Land Transport Rule Regulatory Stewardship (Omnibus) Amendment 2018

Summary of the proposed Rule amendments (Overview to the Rule)

*This summary accompanies, and sets in context, the public consultation (yellow) draft of **Land Transport Rule: Regulatory Stewardship (Omnibus) Amendment 2018**.*

This consultation document consists of various small or discrete amendments to Land Transport Rules which alone do not warrant a separate rule change project. There are proposed amendments to fifteen different Rules.

*If you wish to comment on this proposed Rule, please see the information under the heading 'Making a submission'. The deadline for submissions is **5pm, Friday 24 August 2018**.*

Consultation on proposed Rule changes

The purpose of this publication is to consult on proposed Rule changes contained, for the purposes of consultation, in the *Land Transport Rule: Regulatory Stewardship (Omnibus) Amendment 2018*.

Consultation on the proposed changes is being carried out to ensure that legislation is sound and robust and that the Rule development process takes account of the views of, and the impact on, people affected by proposed Rule changes.

This publication, for your comment, has two parts:

- (a) a summary, which sets the proposed small and discrete amendments to Land Transport Rules in context; and
- (b) the consultation (yellow) draft of *Land Transport Rule: Regulatory Stewardship (Omnibus) Amendment [2018]* (the Omnibus Rule).

Please read the summary document carefully and consider the effects that the proposed Rule changes would have on you or your organisation.

The consultation material is available here: <https://www.nzta.govt.nz/omnibus-2018>.

The proposed Rule changes are likely to be signed into law in the fourth quarter of 2018.

Making a submission

If you wish to make a submission on the proposed changes please read the information below.

Before making your submission

Please read the information provided in the overview.

Please include the following information in your submission

- the title of this document
- your name, and title if applicable
- your organisation's name if applicable
- your address – postal, and email if applicable

Sending your submission

If possible, send your submission by using the online submission form or you can send it by email to rules@nzta.govt.nz and, if you wish, follow this up with a signed copy. The online submission form is available at:

<http://www.nzta.govt.nz/omnibus-2018-submission>

If posting your submission, address it to

Omnibus Amendment Rule 2018

Rules Team

NZ Transport Agency

Private Bag 6995

WELLINGTON 6141

Please note the deadline for submissions

The deadline for submissions is **5pm on Friday 24 August 2018**.

Your submission is public information

Please note that your submission may become publicly available and the NZ Transport Agency (the Transport Agency) may publish any information that you submit, and may identify you as the submitter should it publish your submission or provide it to a third party.

Please indicate clearly, therefore, if your comments are commercially sensitive, or if, for some other reason, they should not be disclosed, or the reason why you should not be identified as the submitter. Any request for non-disclosure will be considered in terms of the *Official Information Act 1982*.

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Why are Rule changes being proposed?

The description of the proposed Rule changes set out below is in two parts. The first part sets out proposals 1 to 29 with an accompanying explanation of the reason why each change is being proposed. These proposals aim to—

- clarify current requirements to assist understanding and enforcement;
- remove unnecessary or unintended requirements to reduce the burden of compliance (without diminishing safety standards);
- amend or update requirements to align with current practices and technology.

The second part sets out the remaining proposed changes in a table. These items have been proposed to—

- make changes to a Rule to achieve alignment across different Rules or with primary legislation such as the *Land Transport Act 1998*;
- make consequential changes as a result of previous changes to Rules and other legislation;
- correct minor errors or omissions;
- insert new and amended traffic control devices specifications into *Land Transport Rule: Traffic Control Devices 2004*.

What are we seeking your feedback on?

The Transport Agency welcomes your comments on the proposed changes set out in this overview and in the Omnibus Rule.

When you provide your feedback, it would be helpful if you would consider and comment on the following:

- What impact would the proposals have, and on whom? The Transport Agency is particularly interested in your comments on any costs (to you or to your organisation) of implementing the proposals.
- Would any groups or individuals, in particular, be disadvantaged by the proposals, and how?
- Would any groups or individuals, in particular, benefit from the proposals, and how?
- Are there any implementation or compliance issues that would need to be considered?

Wherever possible, when making your comments please provide examples to illustrate your point.

What changes are proposed?

Principal Rules amended

This Rule amends the following Land Transport Rules:

- Driver Licensing 1999
- Fuel Consumption Information 2008
- Heavy-vehicle Brakes 2006
- Heavy Vehicles 2004
- Light-vehicle Brakes 2002
- Operator Licensing 2017
- Passenger Service Vehicles 1999
- Road User 2004
- Setting of Speed Limits 2017
- Traffic Control Devices 2004
- Tyres and Wheels 2001
- Vehicle Dimensions and Mass 2016
- Vehicle Equipment 2004
- Vehicle Lighting 2004
- Vehicle Standards Compliance 2002

Summary of proposed Rule changes PART A

Overview of proposed amendments to Land Transport Rules – small and discrete policy changes

Land Transport (Driver Licensing) Rule 1999 (Driver Licensing Rule)

The Driver Licensing Rule specifies the requirements for obtaining and renewing a driver licence or licence endorsement in New Zealand. It also specifies the requirements for driver licensing service providers.

PROPOSAL 1

Add provision for the NZ Transport Agency to approve electrically-powered motorcycles for the purpose of the Learner Approved Motorcycle scheme.

*Driver Licensing 1999, clause 2, Interpretation, definition of **approved motorcycle***

Currently, only petrol-powered motorcycles can be used by learner riders. The Transport Agency has received a number of enquiries from people wishing to import and sell, or use, electrically-powered motorcycles that would be suitable for learner riders but which do not meet the current definition of approved motorcycle.

The proposed change would enable the Agency to determine whether a given electrically-powered motorcycle may be approved for the purpose of the Learner Approved Motorcycle scheme.

[See *Omnibus Amendment 2018, clause 2.2(1)*]

Land Transport Rule: Fuel Consumption Information 2008 (Fuel Consumption Information Rule)

The Fuel Consumption Information Rule sets out requirements for the provision of fuel consumption information for light vehicles (vehicles with a gross vehicle mass of 3500 kg or less) that enter the New Zealand fleet and are manufactured on or after 1 January 2000.

PROPOSAL 2

Update the Rule to reflect the adoption of the World Harmonised Light Vehicle Test Procedure for measuring the emissions and fuel consumption of light motor vehicles.

Fuel Consumption Information 2008, clause 2.2(2)

The former European procedure to test the fuel consumption and CO₂ and pollutant emissions of light vehicles, New European Drive Cycle (NEDC) has been superseded by the adoption of the European Union's World Harmonised Light Vehicles Test Procedure (WLTP) in 2017. The WLTP has been adopted internationally to measure fuel consumption, CO₂ emissions and pollutant emissions from light vehicles. New vehicles tested to the WLTP have started to arrive in New Zealand.

The WLTP defines parts of the test drive cycle using different terminology to that used in the Rule which uses the terminology of the NEDC testing protocols. The proposed changes will insert the test drive cycle terminology of WLTP into the Rule enabling fuel consumption information derived from the testing of vehicles under the WLTP regime to be used. The proposed draft Rule clauses still allow for fuel consumption information based on the NEDC testing protocol to be used.

Fuel Consumption Information 2008, clause 4.1(2)

The adoption of the WLTP to measure fuel consumption, CO₂ emissions and pollutant emissions from light vehicles means that the data required to be captured on the database of fuel consumption information, maintained by the Transport Agency, will increasingly be made available in the form and terminology used in the WLTP.

Currently, WLTP test cycles are not referenced in the database provisions of the Rule. The proposed change would provide for fuel consumption information generated from the WLTP testing protocol to be used for the purposes of the database.

[See *Omnibus Amendment 2018, clauses 3.2(1), 3.2(2)*]

PROPOSAL 3

Require new and used vehicle importers to provide information about vehicle mass and CO₂ emissions.

Fuel Consumption Information 2008, clause 2.2

Currently, vehicle mass and CO₂ emission data are not collected accurately for all new entrants to the fleet.

Vehicle mass is an important consideration when determining the fuel economy of a vehicle (heavier vehicles usually use more fuel, all other factors being equal). Currently gross vehicle mass (GVM) and tare (unladen weight) are collected on a voluntary basis from new vehicle importers and recorded on the Motor Industry Association database MIAMI, and are also informally requested from used vehicle importers. As the requirement to provide this information is not mandatory, the data recorded is variable, in particular for used vehicles.

Currently, CO₂ emission data is also collected on a voluntary basis from new vehicle importers and recorded on the MIAMI database, and informally collected from used vehicle importers, or calculated from the fuel economy rating. This calculation includes a conversion that takes into account the type of fuel (petrol, diesel, LPG) used. The petrol conversion relies on ‘averaging’ the RON rating of petrol. The data collected at present is therefore not accurate enough for optimal policy setting.

Accurate vehicle mass and CO₂ emissions data are important inputs required for progressing initiatives to achieve New Zealand’s climate change targets. The proposed change would require the provision of GVM and tare weight, and CO₂ emissions information for all light motor vehicles, if the information is available.

[See *Omnibus Amendment 2018, clause 3.3*]

Land Transport Rule: Heavy-vehicle Brakes 2006 (Heavy-vehicle Brakes Rule)

The Heavy-vehicle Brakes Rule is one of a series of Rules that sets safety standards for systems and components in vehicles operating in New Zealand. This Rule addresses heavy-vehicle braking. It sets out requirements to ensure that heavy vehicles and heavy-vehicle combinations can brake safely, with balanced brake performance, at any road-legal load condition.

PROPOSAL 4

To provide that a vehicle that complies with a New Zealand-approved brake standard does not have to comply with historical New Zealand requirements regarding pressure gauges.

Heavy-vehicle Brakes 2006, clauses 3.5(1)(b), 3.5(3)(b) & 3.5(5)

At present, the Heavy-vehicle Brakes Rule requires that a pressure gauge is fitted to show the driver the pressure in at least one service brake reservoir. This is a domestic New Zealand requirement that was introduced to address a historical deficiency in braking requirements for heavy vehicles. In practice, this means that heavy vehicles with newer and better safety measures installed by the manufacturer must be modified to comply with the Rule.

The proposed change has been raised because the requirement in the Rule is now unnecessary, inappropriate and comparatively less safe. The Rule creates cost for the importer and reduces safety margins installed by the vehicle manufacturer, by requiring the removal of one half of the double safety warning mechanisms of the air brake circuits from one brake circuit.

[See *Omnibus Amendment 2018, clauses 4.2(1), 4.2(2)*]

PROPOSAL 5

To allow for fewer truck air brake applications to be available after the engine stops before a warning buzzer sounds, to align the New Zealand requirement with approved international vehicle standards requirements.

Heavy-vehicle Brakes 2006, clause 3.6(1A)

The Rule currently requires four air brake applications in trucks to be available after the engine stops before a low pressure warning buzzer sounds. This is a domestic requirement that was introduced to address a historical deficiency in braking requirements for heavy vehicles. This requirement is no longer aligned with the modern standards for new trucks in the markets from which New Zealand sources trucks - standards New Zealand recognises such as the Australian Design Rule, the Japanese Technical Standard for brake systems of trucks or buses, or UN/ECE 13.

The Rule requires a warning buzzer to sound later than in other jurisdictions, but other standards require a greater number of brake applications after the warning buzzer sounds. Consequently, to comply with the Rule, importers must adapt a new vehicle to take it out of compliance with an international safety standard. This is unnecessary and inappropriate because consistency with international standards offers New Zealand the benefits of improved safety at lower cost.

This proposal seeks to rectify this anomaly by removing the outdated and unnecessary requirement.

[See *Omnibus Amendment 2018, clause 4.3*]

Land Transport Rule: Light-vehicle Brakes 2002 (Light-vehicle Brakes Rule)

The Light-vehicle Brakes Rule specifies the types of brakes that must be fitted in most types of light vehicle and the requirements for those brakes.

PROPOSAL 6

Allow for indirect trailer brakes that meet certain performance criteria for trailers from between 2,500 kg and 3,500 kg.

Light-vehicle Brakes 2002, clauses 2.4(2), 2.4(3), 2.4(4), 2.4(5), 2.4(5)(a), 2.5(7), Table 2.2, Part 2 Definitions

Currently European trailers between 2,500 kg and 3,500 kg with indirect brakes that meet the UNECE R13 standard are imported into New Zealand. The Brake Rule does not accommodate these trailers so a non-beneficial (to the public) situation has arisen where exemptions may need to be sought. The exemptions may be granted on the grounds that the indirect braked trailers are safer for the operator to use than what the Rule allows for, representing a net increase in safety.

When the policy was determined, direct brakes for trailers between 2,500 kg and 3,500 kg were considered a superior option, when they are correctly operated. Mainly commercial operators were using the technology; the acquired expertise through frequent use and adjustment assured the braking performance was kept at optimum. Additionally, at the time, the technology of indirect brakes meant it was not possible to reverse the trailer unless the brakes were manually disconnected via the driver exiting the vehicle.

Today, standard vehicles have grown to a size where non-commercial operators can use trailers between 2,500 kg and 3,500 kg. Non-commercial operators use their vehicles less frequently and they more often change vehicles to tow their trailer. This means that direct brakes may be incorrectly set and crashes could ensue. Indirect brakes are self-contained and do not require adjustment for the laden state of the trailer, so they are easier to use and, all things being equal, are a safer option for non-commercial operators. Indirect brakes now have technology enabling the trailer to be reversed without manually disconnecting them.

By allowing for safer trailer brake mechanisms in the Rule, namely indirect brakes that meet the UNECE R13 standard, the current cost and administrative burden would be removed and a potential safety benefit could be gained. Direct brakes are still allowed for in this proposal. If this proposal is adopted, the public should have a wider range of trailer options, without compromising safety.

[See *Omnibus Amendment 2018, clauses 6.2, 6.3, 6.4, 6.5*]

Land Transport Rule: Passenger Service Vehicles 1999 (Passenger Service Vehicles Rule)

The Passenger Service Vehicles Rule specifies the requirements for the design and construction of all passenger service vehicles in New Zealand. Passenger service vehicles must comply with the requirements in this Rule so that the public will be assured that any vehicles offering a passenger service in New Zealand are safely designed and constructed.

PROPOSAL 7

Enable the panels preventing passenger feet protruding into stairwells on buses to be fitted such that there is a small gap between the panel and the floor.

Passenger Service Vehicles 1999, clause 2.4(5)(b)

The Rule currently requires buses to have a panel fitted to prevent passenger feet from protruding into the stairwell, to protect against tripping hazards when passengers board or disembark. This has been interpreted as meaning that the panel must extend to the floor of the bus.

Most imported buses have the panel extending close to the floor of the bus but with a small gap to allow cleaning of the vehicle floor when it is swept. The panel is in such a location that the small protrusion of feet and toes would not present a tripping hazard. The panel also continues to provide sufficient privacy screening. There have been no complaints raised by passengers about buses operating in the fleet fitted with a panel in such a way that there is a small gap between the lower edge of the panel and the floor. When checking for compliance, vehicle inspectors are currently failing these buses at entry certification.

This proposed change will retain the safety and privacy functionalities of the panel while enabling a small gap between the bottom of the panel and the floor of the bus.

[See *Omnibus Amendment 2018, clause 8.3*]

PROPOSAL 8

Amend the current minimum foot room requirements for facing seats on buses.

Passenger Service Vehicles 1999, clause 4.1(8)

On buses, wheel wells take up space and reduce the foot space at seats that face each other. This is mainly an issue for double-decker buses that are designed with a lower floor to enable the second deck within New Zealand height restrictions. Enabling buses with greater carrying capacity is an important factor in meeting growing demand for public transport. In its current form, the Rule is too restrictive and specifies foot room for facing passengers that is out of alignment with international standards such as UN/ECE 107.

Exemptions were granted for specified vehicles operated by an Auckland public transport provider which included a requirement to survey customers to test if the reduced foot space raised problems. Feedback showed that, while not ideal, people tolerate the reduced foot space and there is no resultant safety impact. The exempted buses have operated without any formal complaint since May/June 2016.

This proposal seeks to create a simple alternative requirement to clause 4.1(8) that recognises foot room complying with UN/ECE 107.

[See *Omnibus Amendment 2018, clauses 8.4*]

PROPOSAL 9

Allow for front passenger seat windows to open wider than 125 mm if that seat is alongside the driver's seat in a passenger service vehicle.

Passenger Service Vehicles 1999, clause 6.15(2)

This Rule requires that passenger service vehicles weighing more than 3,500 kg must have windows that do not open wide enough to allow a 125 mm object to pass through them. The intent is to prevent passengers putting any part of themselves through an open window of a bus, as this could result in injury. This is because, due to the large size of buses, the distance between the driver and passengers, and the location of passengers behind the driver, drivers cannot be expected to control the behaviour of sometimes young or reckless passengers.

When the clause came into force, the 3,500 kg threshold captured buses but not vans or minivans. Today, however, a number of passenger service vans are heavier than 3,500 kg. Because a van or minivan driver is in a position to manage the behaviour of a front passenger seated alongside the driver, it is unnecessary for the Rule to apply to the front seat passenger window in a van or minivan.

The proposed change to the Rule will provide an exception in relation to the front passenger window of a passenger service vehicle, for instance a van, where the seating position for the front passenger nearest the window is alongside the seating position for the driver. The change will reduce a burden of compliance for operators running passenger services in larger vehicles of this type.

[See *Omnibus Amendment 2018, clauses 8.5(1), 8.5(2)*]

Land Transport (Road User) Rule 2004 (Road User Rule)

The Road User Rule establishes the rules under which traffic operates on roads. The Rule applies to all road users, whether they are drivers, riders, passengers, pedestrians, or leading or driving animals.

PROPOSAL 10

Update the definition of 'headlamp' to align with other Land Transport Rules, to clarify cyclists must have a headlamp which can be seen from at least 200 m away.

Road User 2004, clause 1.6, definition of headlamp

The definition of headlamp in the Road User Rule no longer aligns with that used in other Land Transport Rules. The Vehicle Lighting Rule was changed in 2016 to increase the minimum distance from which a headlamp on a cycle must be visible from 100 metres to 200 metres.

This change will bring the definition in the Road User Rule into line with the Vehicle Lighting Rule, and clarify the requirement to have a headlamp which can be seen from at least 200 m away. This will reflect the current practice amongst most cyclists which is to equip cycles with safe and adequate lighting. A *Consumer Magazine* test of front and rear cycle lights found that all lights sold in New Zealand meet the legal requirement to be visible to 200 m. Funding from Wellington City Council ensured that all New Zealanders have online access to the results of the test.

[See *Omnibus Amendment 2018, clause 9.2(1)*]

PROPOSAL 11

Clarify that a 'B' signal only applies to buses in the bus lane facing the signal.

Road User 2004, clause 3.6(1)

The intent of the Rule is that B, T or cycle signals apply to the vehicles in the special vehicle lanes and not to vehicles in the other lanes, regardless of the class of vehicle in the other lanes.

From time to time, conflict arises when buses in adjacent lanes at an intersection controlled by traffic signals both move when the 'B' traffic signal is displayed. If a 'B' traffic signal is displayed, the signal is intended to apply only to the bus that is in the priority bus lane. The proposed change seeks to make the intent of the Rule clearer.

[See *Omnibus Amendment 2018, clause 9.3*]

PROPOSAL 12

Allow for manual traffic control with STOP/GO signs which are held by machines, but still operated by a person.

Road User 2004, clause 3.8

The existing wording in the Rule presents a potential safety risk to operators of Stop/Go signs who manage traffic access through road works. The Rule requires Stop/Go signs to be hand held, which means that Stop/Go operators are often required to be located in a dangerous position on the roadway. One of the most common causes of workplace-related fatalities is being struck by a moving vehicle.

The intention of the change is to enable traffic management with Stop/Go signs, with the operator located near the road but in a safer position. It is not necessary for the Stop/Go sign operator to physically hold the sign, provided they maintain line of sight with motorists and the route through the works. Enabling manually operated Stop/Go machines fits the policy intent of the Rule and will enhance operator safety while carrying out Stop/Go duties.

Specific use of manually operated Stop/Go sign machines or hand held Stop/Go signs would be outlined in Traffic Management Plans written by the contractor undertaking the work and signed off by the road controlling authority (RCA).

[See *Omnibus Amendment 2018, clause 9.4*; please also see *proposed clauses 11.6, 11.10(1) and 11.11(2)*, to replace the requirements laid out in the Traffic Control Devices Rule 2004]

PROPOSAL 13

Create an offence of turning or entering into a road where a traffic sign prohibits this.

Road User 2004, new clause 3.9A

This change would amend the Road User Rule to include a new requirement for drivers to comply with specific road signs ('no right turn/no left turn', 'no entry/no exit', 'road closed'). Currently NZ Police need to enforce these signs as a breach of the specific bylaw made by the relevant road controlling authority. The new requirement will make enforcement of the signs more straightforward, which is likely, in turn, to improve compliance and safety. This change to the Rule would provide a consistent, nationally applied penalty.

New offence regulations will be required to support enforcement. It is recommended that a maximum fine of \$1,000 with a \$150 infringement fee applies, which is the same penalty as for breach of a bylaw relating to operating a motor vehicle under the Land Transport Act 1998 (section 22AB(1)(b), and which also aligns with penalties for other similar infringements, for example, doing a U-turn on a motorway).

As currently drafted, this provision does not extend to pedestrians (for example, pedestrians entering into roads with 'road closed' signs).

[See *Omnibus Amendment 2018, clause 9.5*]

PROPOSAL 14

Amend definitions to allow for traffic islands, signs, or other types of marked lines in addition to centre lines to indicate the normal flow of traffic at intersections.

*Road User 2004, clause 1.6, definitions of **continuing road and turn**, and clause 4.2(5)*

At present, a centre line is the only traffic control device that legally indicates where the normal flow of traffic turns at an intersection. In practice, however, sometimes traffic islands, edge lines or continuity lines, direction signs, warning signs and chevron boards contribute to making the normal flow of traffic clear to road users.

This proposed change to the Rule would mean that traffic control devices more generally can be used to legally indicate the normal flow of traffic at intersections. This is to recognise that road treatments other than centre lines may be safer in some contexts.

[See *Omnibus Amendment 2018, clauses 9.2(6), 9.6(1), 9.6(2)*]

PROPOSAL 15

Make parking a vehicle other than an electric vehicle in a parking space that is reserved for charging electric vehicles a parking offence.

Road User 2004, new clause 6.4(1B)

At present, local authorities need to individually develop offences and penalties consequential on bylaws related to non-electric cars parking in a parking space with an electric vehicle (EV) charging station. The proposed new provision in the Rule will support councils by setting a clear and simple standard for coding offences related to parking in an EV charging marked space. Codifying simplifies enforcement and, in this case, could enhance the uptake of EVs by providing road users that have an EV with easier access to public charging facilities.

A general provision is proposed to make it an offence to park a vehicle, other than an electric vehicle, in a parking space that is reserved for charging electric vehicles. This will mean that local authorities do not need to individually develop offences and penalties. Road Controlling Authorities (RCAs) will create their own supporting bylaws to determine specific requirements for the parking spaces, such as time limit and grace period.

It is proposed that a parking penalty of \$150 will apply for offences.

[See *Omnibus Amendment 2018, clause 9.8*]

PROPOSAL 16

Enable the Agency to impose conditions when granting exemptions to the requirement to use a cycle helmet.

Road User 2004, clause 11.8(7)

In some circumstances, an exemption from wearing a cycle helmet may be granted by the Transport Agency. This may be on the grounds of religious belief or physical disability. At present, these exemptions do not expire. The proposal would add a provision enabling conditions, including time limits or expiry dates, to be imposed on a cycle helmet exemption issued under clause 11.8(7).

The intent of the change is that there should be flexibility to take individual circumstances into account when issuing an exemption.

[See *Omnibus Amendment 2018, clause 9.13*]

Land Transport Rule: Setting of Speed Limits 2017 (Setting of Speed Limits Rule)

The Setting of Speed Limits Rule sets out the roles and responsibilities of the Transport Agency and RCAs for reviewing and setting speed limits. It establishes procedures and requirements whereby RCAs may set enforceable speed limits on roads within their jurisdictions.

PROPOSAL 17

Replace the term 'holiday speed limit' with 'seasonal speed limit'.

*Setting of Speed Limits 2017, Part 2 Definitions, definition of **holiday speed limit**, and the 29 instances where it appears in the Rule (Also Road User 2004, clause 5.1(1))*

Some RCAs have indicated that the term 'holiday speed limit' is confusing, and is misunderstood to apply specifically to statutory holidays.

The reason for the proposed change to the Rule is to avoid the perception that holiday speed limits can only lawfully be in force on statutory holidays. Campaigns to encourage safer speeds together with related messages broadcast to the public may be targeted to run in conjunction with a lower speed limit that applies during periods of the year when there is more activity on the road than normal. The activity might include more pedestrians and cyclists as well as more vehicles. The periods might last for a number of days, weeks, or months (a season), and not just occur on statutory holidays.

[See *Omnibus Amendment 2018, clauses 10.2, 10.3, 10.4, 10.5(1), 10.5(2), 10.6(1), 10.6(2), 10.6(3), 10.7(1), 10.7(2), 10.8(1), 10.8(2), 10.8(3), 10.9, 10.10, 10.11, 10.12, 10.13, 10.14(1), 10.14(2), 10.14(3), 10.15(1), 10.15(2), 10.15(3), 10.15(4), 10.15(5), 10.16*]

Land Transport Rule: Traffic Control Devices 2004 (Traffic Control Devices Rule)

The Traffic Control Devices Rule specifies requirements for the design, construction, installation, operation and maintenance of traffic control devices. The Rule sets out the functions and responsibilities of (RCAs) in providing traffic control devices to give effect to their decisions on the control of traffic.

PROPOSAL 18***Change the definitions of 'zone parking', 'zone parking restriction' and 'zone restriction'.******Traffic Control Devices 2004, clause 12.4, and Part 2, Definitions zone parking, zone parking restriction & zone restriction***

The current definition of **zone parking** requires a zone to be made up of a number of roads. This prevents RCAs from using the mechanism of a zone parking control – which requires fewer signs – on spaces that are only on part of one road, such as a car parking area.

The current definition of **zone restriction** only allows for reserved parking or paid parking. This prevents RCAs from using the mechanism to install time-restricted parking without it being combined with a class restriction or paid parking.

Auckland Transport has advised that changing these definitions could reduce compliance costs for RCAs by allowing fewer signs if the respective areas are sufficiently delineated by other features.

It is proposed that the definition of **zone parking** and clause 12.4(13) are changed to allow for a single road or area such as a car park to be treated as a zone parking restriction, and to allow any parking restriction to apply to a zone parking area, including a simple time restriction.

It is also proposed that the definition of **zone restriction** is changed to clarify that a zone restriction is a restriction such as a “no cruising zone” and is distinct from a zone parking restriction.

[See *Omnibus Amendment 2018, clauses 11.8(1), 11.8(3), 11.9(1), 11.9(4), 11.11(1), 11.11(3)*]

PROPOSAL 19***Amend the requirements for bus stop signs and markings to allow a 30 m marked outline and one sign.******Traffic Control Devices 2004, clauses 12.4(4), 12.4(5), 12.4(5A), 12.5(1), and 12.5(2)***

Currently, bus stops that cater for multiple buses indicated with a single sign and an outline road marking, must also be marked with the words ‘Bus Stop’ on the road. Otherwise, extra signs must be installed. For bus stops up to 30 metres long the requirement for multiple signs or additional road marking is a cost for RCAs without delivering any significant benefit in understanding to either bus drivers, public transport users, or private vehicle users.

Auckland Transport undertook a review of the practice of RCAs throughout New Zealand and concluded it is common practice for urban bus stops up to 30 metres long to be indicated by a single ‘Bus Stop’ sign and a painted outline.

The proposed changes to the Rule would amend requirements for bus stop signs and markings to allow a 30 metre marked outline and one sign. Bus stops longer than 30 metres will continue to be required to have additional signs or road markings to clearly identify the extent of the area reserved for buses.

[See *Omnibus Amendment 2018, clauses 11.9(2), 11.9(3)*]

PROPOSAL 20
Insert a definition of 'heavy vehicle lane'.

*Traffic Control Devices 2004, Part 2, Definitions, definition of **heavy vehicle lane***

This proposal seeks to add a new definition, **heavy vehicle lane**, to help clarify that only heavy vehicles may use the lane and not cycles, mopeds and motorcycles which may use bus and transit lanes. Although the definition of **special vehicle lane** implies that a heavy vehicle lane would be for heavy vehicles only there is some confusion because there is no definition of heavy vehicle lane.

The proposed definition enables use of specified lanes for heavy vehicles and better enforcement in the event they are unlawfully used by another vehicle type. The use of lanes dedicated to heavy vehicles by other vehicle types poses significant safety risks. To ensure that the transport system users are fully informed of the purpose of heavy vehicle lanes, a cross reference to the definition of **heavy vehicle lane** must be inserted into the Road User Rule 2004.

[See *Omnibus Amendment 2018, clause 11.11(4)*]

PROPOSAL 21
Enable 'Taxi' to be used on signs and markings for small passenger service vehicle stands while retaining the intent of changes already made under the Land Transport Amendment Act 2017.

Schedule 2, Signs R-62B & R6-2C, Markings M3-1 & M3-1A

Consequential amendments to the Traffic Control Devices Rule were made under the Land Transport Amendment Act 2017 to change references to 'Taxis' into references to Small Passenger Service Vehicles (SPSVs). However, there is a risk that completely removing the term 'Taxi' from signs and markings at small passenger service vehicle stands may create confusion for the general public and visitors. The term 'SPSV' has no meaning to the general public and 'Taxi' is an internationally recognised word. The change would enable RCAs to have the option for public facing signage and markings to still display the word 'Taxi', instead of 'SPSV'. This would also eliminate unnecessary compliance costs to replace signage across the country.

At present small passenger service vehicle stands show signs and markings that feature the word 'Taxi'. There is no evidence to suggest that small passenger service providers find the taxi terminology a barrier to their business activity. This change is a minor amendment intended to resolve an issue of potential confusion for the public, and will not change the types of vehicles that are entitled to use SPSV stands, nor will it prohibit the use of 'SPSV' on signs and markings if RCAs choose to use that text option.

[See *Omnibus Amendment 2018, clauses 11.12(17), 11.13(1), 11.13(2)*]

PROPOSAL 22

Allow for a generic text option in component 4 for R6-4 parking signs in Schedule 1, to allow the sign to describe the area it applies to.

Traffic Control Devices 2004 Schedule 1, Parking signs R6-4

Some RCAs have made bylaws and installed signs to prohibit parking on grass verges, for example, in areas where vehicles have been damaging buried services.

Although the Road User Rule prohibits driving on footpaths, lawns and gardens, the matter is complicated due to clause 6.2 of the Land Transport (Road User) Rule 2004. Clause 6.2(1) requires vehicles to park clear of the roadway without damaging ornamental grass plots, shrubs and flower beds. Clause 6.2(2) states that subclause (1) does not apply if the RCA provides signs or markings, or makes a bylaw, indicating that a rule different from the one in subclause (1) applies.

Currently, the description of parking sign components in Schedule 1 includes times and arrows to indicate a length of road affected by parking restrictions. Schedule 1 does not make provision for a general text description that enables RCAs to use text to define the area that the sign applies to (for example, 'on grass verges').

Proposal 22 seeks to add a generic text option to this traffic sign component, which will allow the sign to describe the area it applies to.

[See *Omnibus Amendment 2018, clause 11.12(20)*]

We are considering whether further changes to clause 6.2 of Road User 2004 are needed to address issues related to parking on verges. We are aware that some RCAs would like the explicit ability to impose a general prohibition on parking on grass verges, through a bylaw, without the use of a sign or other markings to notify the public of the restriction. To make the bylaw, the RCA would follow the bylaw making process, including public consultation. We are interested in your views and any feedback that you have on this issue. In particular:

- Is there a problem with vehicles being parked off the roadway, on verges and other parts of the road margin?
- What is the nature of the problem; for example, do vehicles obstruct visibility creating a safety risk or do they cause damage?
- If there is a problem, should:
 - RCAs have the explicit ability to prohibit parking on grass verges by making a bylaw without the use of signs?

- clause 6.2 be changed to prohibit drivers from parking on verges, and in what circumstances?

Although we are seeking your views on this issue, we are not proposing to make any additional changes through the current Omnibus Rule other than what is set out in Proposal 22. Your feedback will help shape any proposed Rule changes that may be included in future Omnibus Rule changes.

Land Transport Rule: Tyres and Wheels 2001 (Tyres and Wheels Rule)

The Tyres and Wheels Rule sets requirements relating to tyres and wheels and their assembly with hubs and axles, on all motor vehicles and on pedal cycles.

PROPOSAL 23

Clarify that tread requirement applies to all twin-tyred vehicles and remove outdated reference to transition date.

Tyres and Wheels 2001, clause 2.3(17)

This proposed amendment seeks to simplify the clause so that the tread requirement applies to all twin-tyred vehicles (mostly heavy vehicles), which is the original intent of the Rule. That is, these vehicles' tyres must have a tread pattern of not less than 1.5 mm in depth across at least three-quarters of the width of the tread and around the entire circumference of the tyre. The transition date for complying with this standard was 15 years ago and is now redundant, so should be removed. Removing the transition date means that all twin-tyred vehicles must now be fully compliant.

Currently, the Rule could be read that some vehicles fitted with twin tyres may have only one tyre of the pair that complies with tread pattern and depth, which is not the intent. Older vehicles in use over the intervening years since the transition date passed (therefore, with a current warrant of fitness) should have had their tyres replaced at least once over that period, so it is assumed that there will be no vehicles in use that will be negatively impacted by this change.

The Rule contains an exception for agricultural vehicles.

[See *Omnibus Amendment 2018, clause 12.2*]

PROPOSAL 24

Allow for higher pressure inflation of heavy vehicle tyres if the manufacturer has specified a higher pressure.

Tyres and Wheels 2001, clauses 2.4(2) & 2.4(3)

At present the Rule prohibits certain heavy vehicle tyres from exceeding an inflation pressure of 825 kPa. However, many heavy vehicles need to operate with their tyres inflated to 900 kPa, which is within manufacturer's maximum rating, to achieve vehicle capacity and regulated mass limits, for example, on the front axle due to the weight of the tractor including the engine. This is for fuel efficiency and safety reasons.

It is proposed that the default maximum tyre pressure should be retained at 825 kPa. Higher inflation should be provided for only if the tyre manufacturer has specified higher capacity, to a maximum limit of 900 kPa in any instance.

[See *Omnibus Amendment 2018, clause 12.3*]

Land Transport Rule: Vehicle Dimensions and Mass 2016 (Vehicle Dimensions and Mass Rule)

The Vehicle Dimensions and Mass Rule specifies requirements for dimension and mass limits for vehicles operating on New Zealand roads. It also includes some provisions that relate to the performance and operation of motor vehicles.

PROPOSAL 25

Remove the requirement for buses with a load-sharing tandem axle to have a plate fixed to the vehicle showing the load share ratio.

Vehicle Dimensions and Mass 2016, clause 3.9(6) & Table 1.2

This clause was carried over from the Vehicle Dimensions and Mass Rule 2002 and requires a plate to be fixed to the vehicle that describes load sharing attributes such as load share ratio, tyre sizes and axle ratings, when a twin-tyred axle is associated with a single large-tyred axle within a tandem axle set. This was to ensure roadside Police could enforce the mass limits against the particular load share ratios because at that time different mass limits were applied to different load share ratios.

The Vehicle Dimensions and Mass Rule 2016 updated the mass limits applying to these axles for a passenger service vehicle. The new Rule now specifies, in Table 1.2, that for a passenger service vehicle a mass limit of 14,500 kg applies irrespective of its load share ratio. This has rendered the plate redundant for enforcement purposes because the legal maximum load on the axle set does not vary with different load share ratios.

Hundreds of new buses on order for the replacement programme for public transport in New Zealand's major urban centres will, if the amendment is not made, need plates fitted when they enter New Zealand to comply with the Rule as it currently stands, at a compliance cost that is unnecessary.

The proposed change applies only to buses, and seeks to remove the requirement for buses entering New Zealand to be fitted with a plate to describe load sharing attributes.

The requirement will continue to apply to other heavy vehicles because they still have varying mass limits depending on their load share ratio under paragraph (b) of Table 1.2.

[See *Omnibus Amendment 2018, clauses 13.2*]

PROPOSAL 26

Provide an exception to width limit for tailgates when fixed in an open position to facilitate cartage of mobile machinery that would otherwise be overheight.

Vehicle Dimensions and Mass 2016, clause 6.5

Certain loads, for example, diggers transported on the deck of a truck, need to be carried in such a way that they are overdimension for either height or width, depending on where the boom and its bucket are located. The extra height is required if the boom and bucket are placed behind the truck's tailgate. The extra width is required if the boom and bucket are placed at the back of the deck with the tailgate swung open.

The Rule currently allows the overheight scenario, but not the overwidth one. However, from a risk perspective, a tailgate securely chained to the side of a vehicle or fitted with a proprietary lock, carrying a digger appropriately, is relatively low risk. There is a higher likelihood of bridge strikes from overheight loads.

The proposed change would allow tailgates to be open while carting mobile machinery that would otherwise be overheight. Risk of tailgate anchor failure (for instance the possibility of the tailgate swinging out away from the side of the truck deck) would be covered by the proviso that the open tailgate is securely fastened to the side of the vehicle or fitted with a proprietary lock certified by a vehicle inspector or Inspecting Organisation.

This mirrors current roadside policy for Police which is to enforce where unsafe practice has been adopted or tailgate or load arrangements are deficient. The intent of this change is to enable loads to be moved that would otherwise be overheight while managing the movement to achieve the optimal safety outcome.

[See *Omnibus Amendment 2018, clause 13.3*]

Land Transport Rule: Vehicle Lighting 2004 (Vehicle Lighting Rule)

The Vehicle Lighting Rule applies to all motor vehicles and also to vehicles of Class AA (pedal cycles). It sets standards and safety requirements for lighting equipment that is fitted to a vehicle, to allow the vehicle to be operated safely under all driving conditions and not endanger the safety of other road users.

PROPOSAL 27

Allow reflective material that does not meet a standard to be fitted to a vehicle away from mandatory lights and reflectors.

Vehicle Lighting 2004, clause 9.1(2)

Currently, reflective branding material, for instance the branding material applied on milk tankers, is not compliant with the Rule and so vehicles with such applications can only be operated on roads if individually exempted. This is an unintended consequence of a clause intended to specify that standard-compliant material must be used in proximity to required lights and reflectors to ensure their performance is not adversely affected.

Material complying with a standard is designed to control the direction light is reflected back towards the source, thereby minimizing dazzle. This is why material near lights and reflectors must meet a standard (i.e. so that the light/reflector is not 'lost' but remains effective). With material that is not to a standard, the reflected light pattern is less directionally controlled. The proposal is that material that is positioned on the vehicle in compliance with the prescribed distance away from lights and reflectors would not have to meet a standard.

[See *Omnibus Amendment 2018, clause 15.5*]

PROPOSAL 28

Align requirements for reflector size and location with international standards that we recognise.

Vehicle Lighting 2004, clause 9.3(5)

At present the requirement for reflector size and location is overly prescriptive and may be in conflict with international standards that we recognise, for instance ECE regulation 48, revision 6.14, 6.15, 6.16. The allowable location for retroreflectors in the Rule is stricter than that allowed by approved overseas standards and means we have differing requirements for vehicles manufactured in New Zealand and overseas. This has resulted in compliance burden for operators and administrative burden for regulators that provides no safety or economic benefits.

[See *Omnibus Amendment 2018, clause 15.5*]

PROPOSAL 29

Allow for "one or more" amber beacons to be fitted to a motor vehicle that may be fitted with an amber beacon.

Vehicle Lighting 2004, clause 11.2(4)

This amendment seeks to update provisions in the Rule for beacons. Formerly, for appropriate vehicles, it was common for two large amber beacons to be fitted. As the beacons tend now to be smaller LEDs, it is sensible to allow more of them.

Crashes related to vehicles are the most common cause of deaths and injuries in the workplace. Additional beacons are being requested for construction vehicles and other vehicles used in high risk industries. These are currently allowed only if exemptions have been applied for and granted.

This proposal seeks to avoid further compliance costs for new vehicles. It also seeks to avoid prescribing size or type of amber beacons. The Rule could be amended to apply to all vehicles that may be fitted with amber beacons and offer more flexibility to add 'one or more' amber beacons, to allow enough amber beacons to be fitted to provide effective hazard warning to other road users.

Currently, forward and rear visibility of beacons is only required by clause 8.5(1) of the Road User Rule for agricultural vehicles, but it is a sensible consideration for all vehicles using beacons (see Vehicle Lighting Rule 2004 clause 11.1) and could be addressed if this change progresses.

[See *Omnibus Amendment 2018, clauses 15.6(1)*]

Summary of proposed Rule changes PART B

Overview of proposed minor amendments to Land Transport Rules – update cross-references, correct errors and incorporate new and amended traffic control devices

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
Driver Licensing 1999				
30	Sections 2(1), 41(4), 44(1)(a), 44(2A)(b), and 77(5) Driver Licensing 1999 Consequential Road User Rule 2004 clauses 7.11, 7.14	clauses 2.3, 2.4(1), 2.4(2), 2.5, 9.9, 9.10	Replace references to medical practitioners and registered health professionals with health practitioner . The change to section 44 will be in addition to, rather than replicating changes made by the Land Transport Amendment Act 2016 due to come into force in the final quarter of 2018. Update 3 references to the title of the publication “ <i>Medical aspects of fitness to drive – A guide for health practitioners</i> ” which is incorporated in the rule. Revoke definitions of medical practitioner , occupational therapist and optometrist , as they are now redundant.	During previous amendments to the Rule, some references to medical practitioners and registered health professionals were not replaced with ‘health practitioner’, which this change will rectify. The title of the publication “ <i>Medical aspects of fitness to drive – A guide for medical practitioners</i> ” was recently changed to “ <i>Medical aspects of fitness to drive – A guide for health practitioners</i> ”.
Heavy-vehicle Brakes 2006				
31	Part 2 Definitions Heavy-vehicle Brakes 2006	clause 4.4	Change the definition of gross mass in the Heavy-vehicle Brakes Rule to mirror the definition in Part 2 of the Vehicle Dimensions and Mass Rule 2016.	Definitions are not currently aligned across Rules, potentially causing difficulty for operations and enforcement.
Heavy Vehicles 2004				

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
32	Part 2 Definitions Heavy Vehicles 2004	clause 5.1(2)	Change the definition of gross mass in the Heavy Vehicles Rule to mirror the definition in Part 2 of the Vehicle Dimensions and Mass Rule 2016.	Definitions are not currently aligned across Rules, potentially causing difficulty for operations and enforcement.
Operator Licensing 2017				
33	clause 2.6(2)(a) Operator Licensing 2017	clause 7.2	Rewrite clause 2.6(2)(a) to ensure the required position of the Transport Service Licence (TSL) label on a vehicle is made clearer.	It is not currently clear that the label position requirement applies to all vehicles operating under a TSL (not just goods service vehicles).
34	Clauses 3.5(4)(b)(i), 5.2(4) Operator Licensing 2017	clauses 7.3, 7.4	Rewrite the wording in clause 5.2(4) to be the same wording that is used in clause 3.5(4) which is also clarified to make the desired outcome clearer.	The wording around the requirements for driver identification cards is not currently aligned across the Rule, potentially causing confusion.
Passenger Service Vehicle 1999				
35	clause 1.6 Passenger Service Vehicle 1999	clause 8.2	Replace the reference to Section 12 of the Operator Licensing Rule 2007 with the Operator Licensing Rule 2017, Section 6.1 'Exempt passenger services'.	Section 1.6 of the PSV Rule currently refers to the Operator Licensing Rule 2007, which has been revoked. This change updates this reference.
36	Part 2 Definitions Passenger Service Vehicle 1999	clause 8.6	Rewrite the definition of low volume vehicle to be the same as the definition in the Vehicle Standards Compliance Rule.	In all other Land Transport Rules, the definition of low volume vehicle aligns with the definition in the Vehicle Standards Compliance Rule; this change brings the Passenger Service Vehicle Rule into line with all other Rules.
Road User 2004				
37	clause 1.6 Definitions	clause 9.2(2)	Insert the definition of heavy vehicle lane which is the same as the definition proposed for the Traffic Control	New definition needs to be aligned across Rules, to avoid potential for causing

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
	Road User 2004		Devices Rule 2004 (proposal 20).	difficulty for operations and enforcement.
38	clause 1.6 Definitions Road User 2004	clause 9.2(3)	Rewrite the definition of static roll threshold to be the same as the definition in the Vehicle Dimensions and Mass Rule 2016 (VDAM).	Definitions are not currently aligned across Rules, potentially causing difficulty for operations and enforcement.
39	clause 1.6 Road User 2004	clauses 9.2(4), 9.2(5)	Revoke the definition of static roll threshold compliance certificate and insert a new definition static roll threshold document of compliance , referencing Clause 3.18(1)(b) of VDAM 2016.	Definitions are not currently aligned across Rules, potentially causing difficulty for operations and enforcement.
40	clause 5.1 Road User 2004	clause 9.7	In clause 5.1(1) (Drivers must not exceed speed limits) replace “holiday” with “seasonal”.	Please refer to Proposal 17 above.
41	clauses 8.5(1)(e), 8.5(2)(b), 8.10(1), 8.10(2) Road User 2004	clauses 9.11(1), 9.11(2), 9.12(1), 9.12(2), 9.12(3)	In the Road User Rule 2004 replace the references to VDAM 2002 with VDAM 2016 and replace references to ‘static roll threshold compliance certificate’ with ‘static roll threshold document of compliance’.	Replace a reference to Vehicle Dimensions and Mass Rule 2002 with a reference to Vehicle Dimensions and Mass Rule 2016, and align definitions across Rules.
Traffic Control Devices 2004				
42	Part 1 Requirements 4.2(1) Traffic Control Devices 2004	clause 11.2	Change clause 4.2(1) of the Traffic Control Devices Rule (TCD) to refer to section 10 of the Setting of Speed Limits Rule (SOSL) 2017 instead of Section 8 of the SOSL Rule 2003.	Updates a changed cross-reference between the TCD and SOSL Rules.
43	Part 1 Requirements	clause 11.3	Change clause 6.3(3)(b) to read: ‘white lines at least 100 mm wide to guide pedestrians at pedestrian traffic signals,	The colour and width of line markings to guide pedestrians at pedestrian traffic signals is not specified in the Rule. This

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
	clause 6.3(3)(b) Traffic Control Devices 2004		in accordance with clause 8.5.'	change will rectify an omission in the Rule and provide clarity for road controlling authorities.
44	clause 8.4(7) Traffic Control Devices 2004	clause 11.4	Replace clause 8.4(7) to provide that: - The default position is that school patrol signs must be removed from a school crossing point when a school patrol is not operating; but - School patrol signs may be stored at a school crossing point subject to certain conditions.	Clause 8.4(7) currently requires all 'school patrol' signs and 'children' flag signs to be removed from a school crossing point when a school patrol is not operating. Complying with this can sometimes be difficult for schools running school crossing points. A trial has found that these signs may be stored at a school crossing point safely and effectively under certain conditions, and the Rule is being amended accordingly.
45	Part 1 Requirements clauses 11.4(1), 11.4(2) Traffic Control Devices 2004	clause 11.5(1), 11.5(2)	Replace clauses 11.4(1) and 11.4(2) to enable either signs or markings to be installed to identify shared paths for use by cyclists and pedestrians.	This change will enable RCAs to identify shared paths with markings only where appropriate. This will be an improvement on the current requirement for signs, which are often a source of clutter in an urban environment and less effective than markings to identify the use of the path.
46	Part 1 Requirements 11.8(b) Traffic Control Devices 2004	clause 11.7	In Part 1 Requirements clause 11.8(b) replace 'may' with 'must'.	11.8(b) currently says that barrier arms may consist of red and white alternate bands. However, clause 9.4(9) and R3-14 in Schedule 1 both say this colour scheme is mandatory. This change addresses inconsistency within the Rule.
47	Part 1	clause 11.8(2)	Change 12.4(9) to add 'M3-6' (the electric	This change brings the Rule up to date with new

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
	Requirements 12.4(9) Traffic Control Devices 2004		vehicle charging station symbol) to the list of figures for marking reserved parking.	markings which have been Gazetted.
48	Schedule 1 Signs Regulatory signs R1-1 Traffic Control Devices 2004	clause 11.12(1)	R1-1 sign the change border to 'red (R) 75mm' to standardise the roundel width on all speed limit signs.	Currently some speed limit signs have different roundel widths. Standardisation improves clarity and consistency for road users, sign manufacturers and enforcement officers.
49	Schedule 1 Speed limit signs R1-4 Traffic Control Devices 2004	clause 11.12(2)	Delete the R1-4 LSZ sign from Schedule 1.	There are no Limited Speed Zones (LSZ) any more, but the Rule still provides for the signs.
50	Schedule 1 Signs R2-10 Traffic Control Devices 2004	clause 11.12(3)	In Schedule 1, regarding R2-10 (Ramp signal – one vehicle per green each lane or line of traffic) amend the explanation to make it clear that one vehicle in each lane may travel per green phase.	These changes remove ambiguity around the meaning of this traffic control device. The actual signs remain unchanged. The current description of the R2-10 sign (One vehicle per green each lane) is unclear.
51	Schedule 1 Signs R4-12.2 Traffic Control Devices 2004	clause 11.12(4)	Amend the explanation of who can use emergency stopping lanes.	Currently, it is unclear who can use emergency stopping lanes. This amendment clarifies that these lanes are intended for use by specified classes of vehicles at specified times, and by all vehicles for emergency purposes at all times.
52	Schedule 1 Signs R5-7	clause 11.12(5)	Fix the error in the R5-7 sign: Background: white (R)	Minor correction to the Specifications Table in Schedule 1 of the Traffic

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
	Traffic Control Devices 2004		Legend: black.	Control Devices Rule 2004.
53	Schedule 1 Signs R5-7.1 Traffic Control Devices 2004	clause 11.12(6)	In R5-7.1, change the specification of colour for the Legend. Legend: black.	Minor correction to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.
54	Schedule 1 Signs R6-1T.2 Traffic Control Devices 2004	clause 11.12(7)	Change component R6-1T.2 to read: 'Time in minutes up to 4 hours'.	Minor correction to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.
55	Schedule 1 Signs R6-1T.3 Traffic Control Devices 2004	clause 11.12(8)	Change component R6-1T.3 to read: 'Time in hours, 4 hours or more, up to 3 days'.	Minor correction to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.
56	Schedule 1 Signs R6-2B & R6-2C Traffic Control Devices 2004	Clauses 11.12(9), 11.12(10), 11.12(11), 11.12(12), 11.12(13), 11.12(14)	In R6-2B & R6-2C, change the text that says 'Vehicle class not otherwise described' to 'Vehicle class or description not otherwise described'.	Text is not currently aligned with the Land Transport Act 1998 reference 22AB(1)(m). This is a minor and straightforward correction to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.
57	Schedule 1 Signs W1-2B Traffic Control Devices 2004	clause 11.12(15)	Change the size of the W1-2B sign from 300x1200 to 1200x600.	Minor correction to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.
58	Schedule 1 Signs W5-1.1	clause 11.12(16)	Change W5-1.1 sign:	Minor corrections to the Specifications Table in Schedule 1 of the Traffic

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
	Traffic Control Devices 2004		Shape and Size: rectangle 1000 x 750 mm. Border: black 25 mm.	Control Devices Rule 2004.
59	<p>Schedule 1</p> <p>Signs (replacement sign specifications)</p> <p>R3-13 Truck mounted attenuator display</p> <p>R5-9 Heavy vehicle bridge limits</p> <p>In item R6-2B, item relating to Small passenger service vehicle (PSV) stand</p> <p>In item R6-2C, item relating to Small PSV parking</p> <p>W1-2 Road works 1 or 2 km</p> <p>W1-3 Road works – 1 or 2 km delays possible</p> <p>W1-4 Road works supplementary</p> <p>W14-7.1 Supplementary – slow when frosty</p> <p>W14-7.2 Supplementary – slow when wet</p> <p>A31-1 Advance tourist feature adjacent to road</p> <p>A32-1 Tourist feature adjacent to road</p>	<p>clause 11.12(17) and Part 1 of Schedule 1</p>	<p>Update the specification of sign sizes, backgrounds and legend details by replacing the current items.</p>	<p>Minor changes to sign specifications in Schedule 1 to align with updates to other Land Transport Rules, industry practice, the result of trials or research or to correct minor errors.</p>

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
	<p>A32-2 Tourist feature on side road</p> <p>A42-2 Passing bay '[distance] m'</p> <p>A45-1 Heavy vehicle bypass ahead [distance] m</p> <p>A45-2 Heavy vehicle bypass direction</p> <p>A45-3 Stock effluent dump site advisory</p> <p>A45-4 Stock effluent direction</p> <p>A45-5 Heavy vehicles please no engine brakes next [distance] km</p> <p>Traffic Control Devices 2004</p>			
60	<p>Schedule 1</p> <p>Signs</p> <p>(New sign specifications)</p> <p>Traffic Control Devices 2004</p>	<p>clause 11.12(18) and Part 2 of Schedule 1</p>	<p>Insert –</p> <p>R1-1.2 110 km/h</p> <p>R1-5.6 Motorway or expressway threshold</p> <p>R4-13.2 Signal bypass lane – do not stop for signals supplementary</p> <p>R4-13.3 Special vehicle signal bypass lane – signals do not apply</p> <p>R4-14 Special vehicle lane – two or more classes of vehicle</p> <p>R4-14.1 Special vehicle lane – two classes of vehicle only</p>	<p>Items are new signs that have been approved by notice in the Gazette or agreed with the appropriate industry sector or as the result of trials.</p>

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
			<p>R6-5.1 Pay parking area identification supplementary</p> <p>W3-2.2 Slippery surface supplementary – slow when wet</p> <p>W16-7.1 Cycle path crossing</p> <p>W18-3.10 Wild animals – kereru</p> <p>A30-S Tourist feature symbols</p> <p>A31-3 Advance tourist features on side road</p> <p>A31-5 Next [tourist feature] [distance] km</p> <p>A32-3 Tourist feature adjacent to road – arrow format</p> <p>A42-6 Advance special vehicle lane</p> <p>A42-6.1 Advance special vehicle lane supplementary – [distance] m</p> <p>A42-6.2 Advance special vehicle lane supplementary – Ahead</p> <p>A4 2-6.3 Advance special vehicle lane supplementary – On-ramp</p> <p>A43-5 Hook turn</p> <p>A43-6 Pass safely</p> <p>A45-3.1 Stock effluent dump site advance direction</p>	

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
			<p>A51-1 Cycle route advance direction – primary route</p> <p>A51-2 Cycle route advance direction map – primary route</p> <p>A51-3 Cycle route intersection direction – primary route</p> <p>A51-4 Cycle route intersection direction arrow – local route</p> <p>A51-5 Cycle route direction – primary route</p> <p>A51-6 Cycle route marker – local route</p> <p>A51-7 Cycle route location plate</p> <p>A51-8 Cycle route confirmation direction – primary route</p> <p>A51-9 Cycle route network map</p>	
61	<p>Schedule 1</p> <p>Parking signs</p> <p>component R6-3</p> <p>Traffic Control Devices 2004</p>	<p>clause 11.12(19); and</p> <p>Part 3 of Schedule 1</p>	<p>In Schedule 1, Parking signs – component R6-3 insert the first item set out in Part 3 of Schedule 1 of this Rule.</p>	<p>Minor and straightforward addition to the Specifications Table in Schedule 1 of the Traffic Control Devices Rule 2004.</p>
62	<p>Schedule 2</p> <p>Markings</p> <p>M6-2.1</p> <p>Traffic Control Devices 2004</p>	<p>clause 11.13(3)</p>	<p>Add references to clauses 10.3(2) and 10.4(3) to the note below the M6-2.1 Give Way marking.</p>	<p>The note below the M6-2.1 should reference all clauses in the Rule that refer to replacement of the old Give Way marking.</p>
63	<p>Schedule 2</p> <p>Markings</p>	<p>clause 11.13(4)</p>	<p>Add ‘Driveway crossing cycle path or ‘shared path’ markings’ and cycle symbol for Shared</p>	<p>The new markings are Gazetted but need to be incorporated into the</p>

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
	Traffic Control Devices 2004		path marking to Schedule 2.	Traffic Control Devices Rule.
Tyres and Wheels 2001				
64	clause 2.5(1) Tyres and Wheels 2001	clause 12.4	Delete clause 2.5(1) to remove the effect date.	The effect date is now redundant.
65	Part 2 Definitions Tyres and Wheels 2001	clause 12.5	Change the definition of gross vehicle mass in the Tyres and Wheels Rule to mirror the definition in Section 2 of the Land Transport Act 1998.	Definitions are not currently aligned across Rules, potentially causing difficulty for operations and enforcement.
Vehicle Dimensions and Mass 2016				
66	clause 6.8(7) Vehicle Dimensions and Mass 2016	clause 13.4	Make it clear in clause 6.8(7) that the 30m limit applies to the whole vehicle meaning tractor and trailer units including the load and any fittings and restraints.	Clause 6.8(7) is intended to cover the whole vehicle meaning tractor and trailer units and any load. The revised text makes this clearer.
67	Part 1 Section 6.18(2)(d) Vehicle Dimensions and Mass 2016	clause 13.5	In clause 6.18(2)(d) replace 'hazard warning panel' with 'OVERSIZE' sign'.	This change corrects an error.
68	Part 2 Definitions Vehicle Dimensions and Mass 2016	clause 13.6	Replace '1.4m' with 1.4', in the definition of B-train , to correct an error.	In the definition of B-train an absolute value of '1.4' was incorrectly written as '1.4m'. The correct intent of the clause is to express the forward distance of the longer trailer divided by the forward distance of the shorter trailer must not exceed 1.4.
69	Schedule 4 – Permit form, Part 1	clause 13.7(1)	Insert explanatory text under the heading 'Routes'.	To clarify that the permit applies only to the route or routes set out on the form.

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
	Vehicle Dimensions and Mass 2016			
70	Part 3 Schedule 4 - Permit form, Part 1 Vehicle Dimensions and Mass 2016	clause 13.7(2)	In Schedule 4 Part 1 under the heading 'Permit is invalid if...' revoke paragraph (a).	Paragraph (a) should be removed so that the Schedule is aligned with Clause 5.6.
71	Part 3 Schedule 4 – Permit form Vehicle Dimensions and Mass 2016	clause 13.7(3)	In Schedule 4, the statement about 'Revocation', replace "revoked under clause 5.6 of the Rule" with "revoked under clause 5.7 of the Rule".	A straightforward edit to correct a cross-referencing error.
72	Part 3 Schedule 4 – Permit form Vehicle Dimensions and Mass 2016	clause 13.7(4)	In Schedule 4 –Permit form, Part 3, the field next to 'Permit type' delete 'area permit' and replace with 'linked permit'. Add a clarification stating that the terms 'linked' and 'continuous' have meanings given to them in the Certification and Other Fees Regulations.	In Part 3, Schedule 4 'Notes to permit type field', the permit types must be consistent with the wording in the Certification and Other Fees Regulations. This change will tidy up old terminology and align the text in Part 3, Schedule 4 with the Regulations. It will also add a clarification to provide consistency for operators and enforcement purposes.
73	Schedule 6 Part 1 Vehicle Dimensions and Mass 2016	clauses 13.8(1), 13.8(2)	In Schedule 6, Part 1, under the heading 'Category 3 dimensions', item relating to Length ³ , replace "up to and including 35 m AND/OR" with "up to and including 35 m (50 m if combination includes a manned steering jinker) AND/OR".	Currently clause 6.4(3) and Schedule 6 Category 4 dimensions, unnecessarily place a compliance burden on operators which is unintended and arose from the revision of the 2002 Rule in 2016. These changes provide a modifying statement to align with previous practice and restore the intent of the 2002 Rule.

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
				The unintended error has caused additional time and cost restrictions during critical infrastructure development and during the restoration of important links after severe storm or earthquake events.
74	Part 3 Schedule 8 Vehicle Dimensions and Mass 2016	clauses 13.9(1), 13.9(2), 13.9(3), 13.9(4), 13.9(5)	In Schedule 8, replace the reference to a 'Class 1 pilot vehicle' with 'at least one Class 1 pilot vehicle' to align the Schedule with Section 6 of the Rule. Clarify that the requirements for Auckland motorways are for Auckland motorways other than toll roads. Clarify in each subparagraph (i) of the item relating to Auckland motorways that the roads may be used by vehicles that 'are 4.8 m or less in height' without seeking permission from the NZ Transport Agency.	Currently operators may not clearly understand their regulatory obligations. At present there are movements made on non-permitted routes while opportunities to move lawfully on permitted routes are not being utilised. This change clarifies the requirements for Over Dimension vehicles on toll roads, Auckland motorways and the Auckland harbour bridge.
Vehicle Equipment 2004				
75	Definitions Vehicle Equipment 2004	clause 14.2(1)	In the Definition of Defence fire brigade replace 'section 2 of the Forest and Rural Fires Act 1977' with 'section 6 of the Fire and Emergency New Zealand Act 2017'.	The definition of Defence fire brigade currently refers to the Forest and Rural Fires Act 1977 which has been repealed and replaced with the Fire and Emergency New Zealand Act 2017. This change updates this reference accordingly.
76	Definitions Vehicle Equipment 2004	clause 14.2(2)	In Part 2, replace the definition of Fire service vehicle with the definition of Fire service vehicle in the Fire and	The definition of Fire service vehicle currently refers to the Forest and Rural Fires Act 1977 which has been repealed

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
			Emergency New Zealand Act 2017.	and replaced with the Fire and Emergency New Zealand Act 2017. This change updates this reference accordingly.
77	Definitions Vehicle Equipment 2004	clause 14.2(3)	In Part 2, revoke the definition of Fire authority .	Simple removal of outdated terminology.
Vehicle Lighting 2004				
78	clauses 1.4(6); 3.4(2); 11.2(5) and 11.2(6); and Part 2 Definitions Vehicle Lighting Rule 2004	clauses 15.2, 15.3, 15.6(2), 15.6(3), 15.7(3)	In clauses 1.4(6); 3.4(2); 11.2(5) and 11.2(6) replace references to 'Vehicle Dimensions and Mass 2002' with references to 'Vehicle Dimensions and Mass 2016' to clarify the definition of overdimension motor vehicle .	The Vehicle Dimensions and Mass Rule 2002 has been repealed and replaced with the Vehicle Dimensions and Mass Rule 2016. This change is a straight-forward update to cross-references between the VDAM and Vehicle Lighting Rules.
79	Part 2 Definitions Vehicle Lighting Rule 2004	clauses 15.7(1), 15.7(2), 15.7(4)	In the Definition of Defence fire brigade replace 'section 2 of the Forest and Rural Fires Act 1977' with 'section 6 of the Fire and Emergency New Zealand Act 2017'. Replace the definition of fire service vehicle . Revoke the definition of fire authority .	The definition of Defence fire brigade and the definition of Fire authority currently refer to the Forest and Rural Fires Act 1977 which has been repealed and replaced with the Fire and Emergency New Zealand Act 2017. These changes update references.
Vehicle Standards Compliance 2002				
80	Part 2 Definitions Vehicle Standards Compliance 2002	clauses 16.2(1), 16.3	Change the Vehicle Standards Compliance (VSC) Rule definition of gross vehicle mass to mirror the definition found in the Land Transport Act 1998, and consequentially change all other Land Transport Rules to cross reference	There is variance among the Land Transport Rules between the definitions of gross vehicle mass . This change will make the definition consistent across the Rules. The consequential changes to

Proposal No.	Current Clause or Schedule	Omnibus Amendment 2018 Reference	Proposed change	Issue/reason for change
			the definition found in the VSC.	update the definition will be made to: Dangerous Goods 2005; Door Retention Systems 2001; External Projections 2001; Frontal Impact 2001; Head Restraints 2001; Interior Impact 2001; Seatbelts and Seatbelt Anchorages 2002; Seats and Seatbelts 2002; and Steering Systems 2001.
81	Part 2 Definitions Vehicle Standards Compliance 2002	clause 16.2(2)	Change the reference in the definition of operation in service from the Transport (Vehicle and Driver Registration and Licencing) Act 1986 to a reference to Part 17 of the Land Transport Act 1998.	The definition of operation in service in the Vehicle Standards Compliance Rule currently refers to the Transport (Vehicle and Driver Registration and Licencing) Act 1986, which has been replaced by Part 17 of the Land Transport Act 1998. This change updates this reference.

Process for making Rule changes

The Land Transport Act 1998 (the Act) provides the legal framework for making Land Transport Rules. *Section 161* states the procedures by which the Minister makes ordinary Rules.

What are Land Transport Rules?

Land Transport Rules (Rules) are legislation made by the Minister of Transport or his delegate ('the Minister') under the Act.

The Act sets out principles and the policy framework; Rules contain detailed requirements, including standards and processes, for putting those principles and policy into operation. Rules cover a range of land transport issues. Among the outcomes that Rules aim to achieve are: safeguarding and improving land transport safety and security, improving access and mobility, assisting economic development, protecting and promoting public health and ensuring environmental sustainability.

Compliance with Rules is required because they form part of New Zealand transport law. The specific offences and penalties that apply to each Rule are set out in the Act or in regulations.

Most Rules are drafted by the Transport Agency, by an arrangement with the Chief Executive of the Ministry of Transport, working closely with the Ministry of Transport's policy and legal advisors.

Rules are drafted in plain language to be easily understood. The Transport Agency undertakes consultation on proposed changes to Rules on behalf of the Minister. The issues that are raised in submissions on the proposed Rule changes will be analysed and taken into account in preparing the Amendment Rules for the Minister to sign.

Subject to the approval of the Minister, the proposed Amendment Rules would take effect later this year.

Application of Rule-making criteria

Proposed activity or service

Section 164(2) of the Act sets out the matters that the Minister must have regard to when making a rule. This includes the nature of the proposed activity or service for which the Rule is being established.

Risk to land transport safety

Section 164(2)(a), (c) and (d) require the Minister to take into account the level of risk to land transport safety in each proposed activity or service, the level of risk existing to land transport safety in general in New Zealand, and the need to maintain and improve land transport safety and security.

Assisting achievement of strategic objectives for transport.

Section 164(2)(e) of the Act requires that the Minister have regard, and give such weight as he or she considers appropriate in each case, to whether a proposed Rule (i) assists economic development; (ii) improves access and mobility; (iii) protects and promotes public health; and (iv) ensures environmental sustainability.

Assists economic development

The proposed Rule changes are expected to encourage economic development by allowing the use of improved technology which may have some beneficial effects on economic development. Where the proposed changes clarify the Rules and simplify legislation, these changes should reduce compliance and enforcement costs (without affecting safety).

Improves access and mobility

The proposed Rule changes are not expected to have a direct effect on improving access to transport services and mobility for transport users. However, some of the proposed changes may indirectly improve access to transport services and mobility for transport users. Introduction of markings for shared paths may clarify behavioural requirements for users of such paths, thus making shared paths safer.

Protects and promotes public health

The proposed Rule changes are not expected to have a direct impact on the promotion of public health. However, the introduction of manually-controlled stop signs in Road User 2004 and Traffic Control Devices 2004 would provide a potentially significant safety benefit to roadside workers who are directing traffic through a work site, assuming the technology of manually-controlled signs (controlled by an individual at the site, but not directly held by them) is taken up.

Ensure environmental sustainability

The proposed Rule changes are not expected to have a direct effect on ensuring environmental sustainability. Some proposals may have some impact. For instance, allowing the Transport Agency to approve electric motorcycles for use by learner motorcyclists may encourage the take-up of electric motorcycles, which may be more environmentally sustainable. Requiring the collection of additional data relating to vehicle emissions will provide more accurate information for future policy considerations, including data that may be key elements of a fuel economy standard.

Costs of implementing the proposed changes

Section 164(2)(ea) of the Act requires that the Minister have regard to the costs of implementing measures proposed in a Rule. In general, the proposed Rule changes will not result in implementation costs. This is in keeping with the scope of Omnibus Rules as covering only small, technical, or discrete regulatory changes.

International considerations

Section 164(2)(eb) and *(f)* of the Act requires that, in making a Rule, the Minister must have regard to New Zealand's international obligations concerning land transport safety, and the international circumstances in respect of land transport safety.

The proposed Rule changes are consistent with New Zealand's international obligations in respect of land transport. Where relevant, consideration was given to safety requirements in other jurisdictions. In particular, international standards concerning vehicles were taken into account in developing the proposed amendments to Light-vehicle Brakes 2002, Heavy-vehicle Brakes 2006, and Fuel Consumption Information 2008.

How the Amendment Rules will fit with other legislation

The proposed Amendment Rules will be made under sections 152 and 153(a), (b), (c), 154(c), 155(a), (b), 157(a), (d), (g), 158(a), 158(b)(x), and (b)(xiv) of the *Land Transport Act 1998*.

Under those sections, the Minister of Transport is empowered to make ordinary Rules concerning the matters that are the subject of the 15 Land Transport Rules to which amendments are proposed.

Offences and penalties

Land Transport Rules do not contain offences and penalties for breaches of Rule requirements. These provisions are set out in regulations. In this Regulatory Stewardship (Omnibus) Amendment:

- one proposed amendment to the Rule includes one change to Land Transport (Offences and Penalties) Regulations 1999, to support the insertion of proposed clause 3.9A of Road User 2004, which provides that a driver must not make certain turning manoeuvres when there is a sign saying that the manoeuvre is prohibited (such as making a U-turn when there is a No U-Turns sign).
- one proposed amendment to the Rule includes one change to Land Transport (Offences and Penalties) Regulations 1999, to support the insertion of proposed clause 6.4(1B) of Road User 2004, which provides that a driver must not park a vehicle, other than an electric vehicle, in a parking space that is reserved for charging electric vehicles.

Fees

No new fees and charges provisions are needed to support implementation of the proposed Amendment Rules.

Publication and availability of Rules

Access to consultation material

Copies of this consultation document may be obtained by calling the Transport Agency Contact Centre on 0800 699 000. It is also available on the Transport Agency's website at:

www.nzta.govt.nz/about-us/consultations/

Availability of Rules

Land Transport Rules can be purchased from selected bookshops throughout New Zealand that sell legislation. They are also available to be read free of charge at the National Office and regional offices of the Transport Agency. Rules are also available on the Transport Agency's website at:

www.nzta.govt.nz/resources/rules/

Information about Rules

Information about Rules and the Rule-making process is available online at:

www.nzta.govt.nz/resources/rules/about

If you have not registered your interest in Land Transport Rules, you can do so by contacting the Transport Agency at our addresses shown in the *Making a submission* section at the front of this publication, or at:

<http://www.nzta.govt.nz/registration-of-interest-in-land-transport-rules/>

This includes a form for registering an interest in Rules.