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## Land Transport Rule: Traffic Control Devices 2004 - Information

### 1 Purpose

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

### 2 Access to the rule

The TCD Rule can be found at

<http://www.nzta.govt.nz/resources/rules/traffic-control-devices-index.html>

That webpage provides access to the original 2004 rule and each of the subsequent amendments (the URL for each of these is shown in the text below) but also provides access to a 'Consolidation' where the original rule has all amendments incorporated. Every effort is made to update the consolidation as quickly as possible after an amendment is promulgated. Careful note, however, should be made of the opening statement in the consolidation to ensure the most recent amendment is included.

### 3 2010 amendments

The rule was amended by the Land Transport Rule: Traffic Control Devices Amendment Rule 2010 with effect from 1 April 2011. This was the first major amendment to the TCD Rule. The amendments included:

- a provision which, unless an expiry or replacement date is specified for a traffic control device previously authorised under the TCD Rule or other legislation, allows the continued use of a device providing it remains fit for the purpose intended even though a new form of that device has been approved
- a change allowing the Agency to authorise additional sites for the trial of a traffic control device (see *Traffic note 10*)
- a number of minor changes to recognise existing practices including:
  - perforation of temporary traffic signs
  - use of variable message signs, subject to conditions, on vehicles used for temporary traffic management
  - better describing the manner in which the dimensions of markings vary
- corrections to detail in the rule including:
  - reference to AS/NZS 2144:2002 rather than AS2144:2002
  - changing the reference of NZS4509:2003 to SNZ PAS 4509:2008 New Zealand firefighting water supplies code of practice in relation to the marking of fire hydrants
  - changing red and white reflectorised stripes on railway signal poles and barrier arms from 300mm to 225mm

- restricting the use of blue surface texture or colour to parking spaces reserved for disabled persons
- replacing the rules describing roundabout metering signals (see *Traffic note 50* and *60*)
- providing for changes to traffic signals including:
  - displays of signals at multi-lane approaches
  - control of driveways which enter an area controlled by signals
  - countdown signals at scramble phase or mid-block pedestrian signals
  - nearside pedestrian displays at midblock pedestrian signals
- allowing the use of on-roadway flashing yellow lights to warn drivers of the presence of a pedestrian waiting to cross a pedestrian crossing
- providing for more consistency in the signing and marking of special vehicle lanes and shared paths
- inclusion of definitions including **carpool**, **driveway**, **mid-block pedestrian crossing**, **motor home**, **nearside pedestrian signal**, **parking machine**, **rider**, **shared path**, **supplementary sign** and, **wheeled recreational device**
- changes to signs, marking and signals described in schedule 1, 2 and 3 respectively of the TCD Rule. These include:
  - amendments to descriptions of signs (schedule 1.1 of the Amendment Rule 2010)
  - new signs many of which had previously been approved by the Agency by notice in the *NZ Gazette* (schedule 1.2 of the Amendment Rule 2010 also see *Traffic note 58*)
  - substituted signs including 'roundabout give way' sign (see *Traffic note 50*), 'Heavy vehicle – bridge limits' (which provides for 'Gross weight' limits)
  - inclusion of new markings including layouts for pedestrian on-roadway warning lights, pedestrian symbol and specification of letters used in marking (schedule 2 of the Amendment Rule 2010)
  - signal displays including 'countdown timer' and 'dynamic pedestrian' (schedule 3 of the Amendment Rule 2010).

The most significant changes arising from the 2010 amendment relate to parking. These changes include:

- reduction in the numbers of parking signs required for both linear and zone parking
- increase in the number of parking signs that may be installed at one location
- more flexibility in the form that parking signs and markings may take
- clearer definition of terms used in parking signs.

The changes to parking requirements are described in more detail in *Traffic note 51* and *Traffic control devices manual* part 7 (formerly part 13).

The Land Transport Rule: Traffic Control Devices Amendment 2010 is available at:

<http://www.nzta.govt.nz/resources/rules/docs/traffic-control-devices-amendment-2010.html>

or

<http://www.nzta.govt.nz/resources/rules/docs/traffic-control-devices-amendment-2010.pdf>

#### 4 Land Transport Management Act

The Land Transport Management Amendment Act 2008 created the NZ Transport Agency (NZTA) and made a number of consequential changes to other legislation including the TCD Rule. This saw the replacement of the term 'Director' (meaning the Director of Land Transport) wherever it occurred by the term 'Agency' (effectively meaning the Board of NZTA). Most of the powers of the Agency in the TCD Rule have been delegated to specified employees of the NZTA.

## 5 2007 amendments

The rule was amended by the Land Transport Rule: Traffic Control Devices Amendment Rule 2007 with effect from 17 January 2008. The amendments included:

- correction of an error in the size specified for a 'belisha beacon disc' to ensure this dimension is consistent within the Rule
- incorporation, in the Rule, of signs previously approved by the Director of Land Transport (now the Agency) by Gazette
- alteration of sign descriptions to accord with existing, established practice
- correction of errors in the description of signs.

The Land Transport Rule: Traffic Control Devices Amendment 2007 is available at:

<http://www.nzta.govt.nz/resources/rules/docs/traffic-control-devices-amendment-2007.html>

or

<http://www.nzta.govt.nz/resources/rules/docs/traffic-control-devices-amendment-2007.pdf>

## 6 2006 amendments

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

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

The most significant change is the insertion of the words 'where practicable' in paragraph 8.2(11)(b) so that the limit line in advance of a pedestrian crossing must be marked, if it is practicable to do so. [See *Traffic note 7*.]

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

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

or

<http://www.nzta.govt.nz/resources/rules/docs/traffic-control-devices-amendment-2006.pdf>

## 7 2005 amendments

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

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

The most significant change was the adoption of a new description for a 'roundabout give way sign' which now includes a give way supplementary plate.

Note: This requirement was further amended by the 2010 amendment (see *Traffic note 50*).

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

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

or

<http://www.nzta.govt.nz/resources/rules/docs/traffic-control-devices-amendment-2005.pdf>

## **8 Land Transport Rule: Traffic Control Devices 2004**

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

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

The body of the rule is available at:

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

and the schedules are available at:

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

while the rule can be seen in 'pdf' format as follows:

<http://www.nzta.govt.nz/resources/rules/docs/traffic-control-devices-2004.pdf>

### **Part 1 Rule requirements**

#### ***Section 1 Application***

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

#### ***Section 2 Role of road controlling authorities***

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

#### ***Section 3 General requirements for traffic control devices***

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

#### ***Section 4 Traffic signs***

- This section describes three purposes of signs namely, regulatory, warning and information (clause 4.1) which may be permanent or temporary and fixed or variable (clause 4.3).
- Regulatory signs must be installed where the rule or other enactment (eg Land Transport Rule: Setting of Speed Limits 2003) requires and may be installed where the RCA considers a sign is necessary to reinforce a general provision of law (eg use of 'Keep left unless passing' signs). Similar provisions also apply to warning signs (clause 4.2).

- Traffic signs must comply with the size, colour, reflectorisation and design specified in schedule 1 (sub-clauses 4.3(1), (2) and (3)).
- Logos on signs, including street name signs, are permitted subject to size limitations (sub-clause 4.4(5)).
- Signs must not be installed on the same pole unless specified or each sign can be clearly and unambiguously seen only by traffic for which it is intended (subclause 4.5(1)).
- Variable traffic sign displays must conform to a protocol of the RCA (clause 4.6).

### ***Section 5 Markings***

- This section describes three purposes of marking namely, regulatory, warning and advisory (clause 5.1).
- Regulatory markings must be installed where the rule (eg pedestrian crossing) or other enactment requires and may be installed where the RCA consider a marking is necessary to reinforce a general provision of law (eg marking of no stopping within six metres of a pedestrian crossing) (clause 5.2).
- A marking comprises 'paint, material resembling paint or ... pavement markers'. 'Contrasting surface texture or colour ... may supplement, but not replace, a regulatory marking or sign' (clause 5.3).
- Markings must comply with the size, colour, reflectorisation and design specified in schedule 2 (sub-clauses 5.4(1), (2), (3) and (4)).
- Raised pavement markers applied to the roadway must comply with colour, position and purpose specified. Any raised pavement marker not conforming must be removed by 30 June 2009 (sub-clauses 5.4(6) and (7)). See also *Traffic note 25*.
- No one may install a marking on a roadway that is for 'advertising or other purpose not connected with the use of the road' (clause 5.5).

### ***Section 6 Traffic signals***

- Traffic signal types are steady, flashing or pedestrian (clause 6.1).
- Signal displays must comply with Schedule 3 (sub-clause 6.3(1)(a)).  
Note: The schedule includes all permitted displays described in Austroads *Guide to traffic management* (previously *Guide to traffic engineering practice* Part 7 signals) and practitioners are encouraged to comply with the use recommended in that document).
- Brightness and colour of lanterns must comply with AS 2144:2002 Traffic signal lanterns when existing lanterns are upgraded or replaced (sub-clause 6.3(1)(b)).  
Note: A correction of the AS2144 reference was made in the 2010 amendment.
- A limit line must be marked on each lane to the area controlled by signals. For a cycle lane or a cycle storage area in advance of a cycle lane the limit must be at least 100 mm while for all other lanes the limit line must be at least 300 mm (sub-clause 6.3(3)). (See *Traffic note 49*.)
- The sequence and timings for signals are specified (sub-clauses 6.4(1)-(12)).
- The rule makes provision for roundabout and ramp signals (sub-clauses 6.4(13)-(20)) (changes to roundabout metering signals were made in 2010 amendment).
- Temporary traffic signals no longer require the approval of the Director (now the Agency) but must operate as described in the rule (sub-clauses 6.4(21)-(23)).
- Flashing yellow signals used for signifying that signals are out of order because of a signal outage, for maintenance or on commissioning and restarting must be installed when the signals are upgraded or replaced (sub-clauses 6.5(1)-(5)).
- Advance warning traffic signals may be installed when queues of traffic regularly occur (eg at an intersection) and the queues are detected or there are signals in close proximity (sub-clauses 6.5(5)-(10)).
- Displays for level crossings, part-time signals and pedestrian signals must comply with the rule (sub-clauses 6.5(11)-(14) and clause 6.6).

### **Section 7 Channelling traffic**

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

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

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

### **Section 9 Level crossings**

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

### **Section 10 Intersections**

- An intersection with four or more approaching roadways must be controlled by means of give way or stop signs, a roundabout or traffic signals (clause 10.1).
- Markings must comply with the rule and in particular:
  - a single 300mm limit line (sub-clause 10.2(a), 10.3(1)(a) and 10.4(1)(b)) (see also *Traffic note 49*)
  - where a give way sign is installed, a give way triangle (specified in schedule 2) must be marked on the approach although the previous 'Way' preceded by 'Give' may continue to be marked until either permanently removed or overlaid (sub-clauses 10.3(1)(b), 10.3(2), 10.4(1)(c) and 10.4(3)) (See *Traffic note 49*).
- In addition, roundabout changes include:
  - a 'roundabout ahead' sign is no longer required although this will remain desirable unless replaced by a suitable advance direction map sign
  - a 'roundabout give way' sign must be installed on each approach by 31 December 2007 (sub-clause 10.4(2)). Further changes were made to the 'roundabout give way' sign in the 2010 amendment. See also *Traffic note 50*
  - RCAs must mark direction arrows if there is more than one approach lane (sub-clause (4))

- where a section of roadway around a roundabout or an exit from the section has more than one lane an RCA must mark lanes to direct the flow of traffic by 30 June 2006 (sub-clause 10.4(5)). See also *Traffic note 50*.

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

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

### ***Section 12 Stopping, standing and parking***

- A range of marking or signing methods for indicating no stopping restrictions, including installation of special vehicle lanes, are described (clauses 12.1 and 12.2).
- Where parking is restricted to a class or classes of vehicles the RCA must indicate the area of the restriction with yellow markings (sub-clause 12.4(8)).

### ***Section 13 Responsibilities, functions and powers***

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

## **Part 2 Definitions**

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

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

## **Part 3 Schedules**

### ***Schedule 1 Signs***

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

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

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

### ***Schedule 2 Markings***

Special vehicle lane markings are described including transit lane (T2 and T3), bus lane (Bus Lane and Bus Only) and cycle lane markings. In the latter case all new markings should conform to the pattern described

(the Australian standard) replacing two former symbols also described because of the changed legal basis for lane use in the Land Transport (Road User) Rule 2004.

***Schedule 3 Traffic signals***

The diagrams describe permitted symbols and displays. Note the rule now permits red 'B' and 'T' symbols. As stated above, the displays reflect those displays permitted by the Austroads *Guide to traffic management* (previously Austroads *Guide to traffic engineering practice* Part 7 signals).