

Date January 2011

From National Planning Unit, Regional Partnerships and Planning

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No. of pages 2

Marking and signing of roundabouts – Information

The Land Transport Rule: Traffic Control Devices 2004 (the TCD Rule) was amended in 2010 and came into effect from 1 April 2011. This amendment made several changes affecting roundabouts. This note briefly outlines these changes and provides information on meeting the requirements of the TCD Rule.

Roundabout give way sign

After 27 February 2005 every approach to a roundabout was required to have a give way sign. This could be a standard ‘give way’ sign (figure 1) where they were already installed and a ‘roundabout ahead’ sign was installed in advance of the roundabout on the approach. However, any new or replacement sign was required to be a ‘roundabout give way’ sign incorporating a ‘give way’ supplementary plate (figure 2). From 1 January 2008 every approach to a roundabout was required to have a ‘roundabout give way’ sign and this means no roundabouts should have standard ‘give way’ signs.

The 2010 amendment has changed the description of a ‘roundabout give way’ sign. The supplementary ‘give way’ plate will be optional from 1 April 2011. Over time it is likely existing supplementary plates will not be replaced and new signs will generally be installed without the plate. It is recommended that all ‘roundabout give way’ signs installed at a roundabout be of the same format.



Figure 1 standard ‘give way’
From 1 Jan 2008 must not be
installed at roundabouts



Figure 2 ‘roundabout give way’ with
‘GIVE WAY’ supplementary could be
installed from 27 February 2005



Figure 3 ‘roundabout give way’ may
be installed without supplementary
plate from 1 April 2011

Roundabout ahead sign

With a 'roundabout give way' sign installed there is no longer a legal obligation to install the 'roundabout ahead' sign although continuation of this practice is recommended unless an advance direction map sign is used.

Limit line and give way marking

The TCD Rule requires a single limit line and, within 20m of the limit line, a triangular give way symbol marked on the road. The savings clause which allowed continued marking of the words GIVE and WAY where these existed until they were permanently removed remains. Once removed the give way triangle must be marked. For the limit line and give way markings see *Traffic note 49*.

Direction arrows on multi-lane approaches

Direction arrows must be marked where there is more than one lane on an approach to direct drivers into the correct lane.

Exception to signs and marking

From April 2010 a roundabout which has safe and appropriate engineering measures installed to slow vehicles and the measured mean operating speed on the approaches and through the roundabout are 30km/h or less the roundabout may operate without the signs and markings described above.

Markings on multi-lane circulating sections and exits

Road controlling authorities must mark lane lines on each section of circulating roadway or an exit from that section, with more than one motor vehicle lane to direct drivers into the correct departure lanes. In 2005 Land Transport New Zealand (now part of the NZ Transport Agency) developed *Guidelines for marking multi-lane roundabout* based on those prepared by VicRoads for their retro-fitting of Alberta markings. The guidelines, updated November 2010, are available at:

<http://www.nzta.govt.nz/resources/guidelines-marking-multi-roundabouts/>

Roundabout metering signals

The TCD Rule provides for the concept of roundabout metering. Where a leg of a roundabout has excessive queuing or it is necessary to clear one of the approaches to allow a rail vehicle or emergency vehicle to proceed safely or to increase the efficiency or safety of public transport movement, one leg may be controlled by a set of signals installed in advance of the roundabout (see *Traffic note 60*).

When a queue or relevant vehicle is detected on the critical leg, the signal stops drivers who otherwise would have priority from approaching the roundabout. Once the drivers receive a green signal, they proceed to the roundabout and apply the standard roundabout giving way rules. To reinforce this and reduce the likelihood of drivers believing the signals give them priority entry into the roundabout, the 'roundabout give way' sign must be installed on a fluorescent yellow-green backing board with a border of at least 150mm. An example of this type of sign is shown in figure 3.



Figure 3: 'roundabout give way' sign with backing board.