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From	Network Management, Regional Partnerships and Planning group
Authorisation	Glenn Bunting, Network Standards and Safety Manager
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Traffic Signs approved by the Agency (March 2008 to February 2010) - Guidelines

Introduction

In accordance with subclause 4.4(4) of the Land Transport Rule: Traffic Control Devices 2004 (TCD Rule) the NZ Transport Agency can authorise, by notice in the *NZ Gazette*, the installation and maintenance of traffic signs that do not comply with signs described in Part 3, Schedule 1 of the TCD Rule. This Rule was last updated in 2007, incorporating previously approved signs.

The notices published in the *NZ Gazette* authorising signs described in this Traffic Note are attached as Appendices to this Traffic Note and are as follows:

"Traffic signs – Private road railway crossings" *NZ Gazette*, 13 March 2008, No. 58, p. 1641 (Notice 1683),

"New Traffic Signs (July 2008)" *NZ Gazette*, 24 July 2008, No 116, p. 3082 (Notice 5317),

"Traffic Signs (November 2008)" *NZ Gazette*, 20 November 2008, No 177, p. 4618 (Notice 8754),

"Traffic Signs (November 2009)" *NZ Gazette*, 19 November 2009, No 167, p. 4051 (Notice 9548)

[with Corrigenda, *NZ Gazette*, 4 March 2010, No. 25, p. 581 (Notice 1626)] and

"Traffic Signs (February 2010)" *NZ Gazette*, 4 March 2010, No. 25, p. 581 (Notice 1566).

The Gazette notices set out the minimum sizes, colours, borders, etc. in the same format as signs are described in the TCD Rule and are also subject to the bullet-pointed notes on the leading page of Schedule 1 of the Rule. Note signs can be made larger than the sizes set out in the gazette notice provided that the dimensions of each letter, numeral, symbol etc on the sign are increased in approximate proportion [see clause 4.4(2)]

The purpose of this Traffic Note is to advise traffic practitioners of the signs (mostly reflective) that have been recently authorised by the Agency and to provide some interim or basic guidance on their use. Active warning signs (i.e. with flashing warning lights or at least partly illuminated) that have been recently approved are explained in Traffic Notes *56 Active school warning signs* and *57 Active warning signs (not at schools)* which were issued in October 2008. In many cases, further policy and guidance on appropriate use is contained in other documents e.g. Traffic Notes, Manual of traffic control devices, etc. and where appropriate this Traffic Note provides references to these other documents.

As further signs are authorised by the Agency, details will be added to this Traffic Note (unless a separate Traffic Note is issued to explain a particular sign).

When the TCD Rule is next amended it is intended the descriptions of authorised signs contained in the Gazette notices will be inserted into Schedule 1 of this Rule. This Traffic Note will be effective for a particular sign until that sign has been incorporated into a relevant part of the Traffic Control Devices Manual or another guidance document.

1. March 2008

W15 – 3.1M ‘Crossbuck’ on target board (WX 62)

W15 – 3.1N ‘Crossbuck’ on target board with ‘[number of]’ tracks (WX63)



These signs may only be used where private roads cross a railway line. The recommendations for their use are set out in Part 9 of the Traffic Control Devices Manual which was published in December 2008 by NZTA. They can be found on the web page at this link <http://www.landtransport.govt.nz/tcd-manual/part-9/4-3-traffic-signs.html>

2. July 2008

Many of the signs which were authorised in the July 2008 notice have already been explained in Traffic Note 56 *Active school warning signs* and Traffic Note 57 *Active warning signs (not at schools)*. The remaining signs approved in July and those approved in March and November are explained in this Traffic Note.

Many of these signs are explained in recent updates to the Manual of Traffic Signs and Markings (MOTSAM) Pt 1 “Traffic Signs” which can be accessed at: <http://www.transit.govt.nz/technical/manuals.jsp>

R2 – 6.2 Stop here on red signal



This sign may only be used if there is a need to emphasise where drivers should stop and it is impracticable to mark a limit line on the road surface. It is an alternative to the “R2-6 Stop on red signal” (RG 30) sign which can be used at temporary or part time traffic signals or at level crossings with unsealed approach roads where red flashing lights are installed.

More details can be found in MOTSAM Pt 1, Section 02 on page 2-33.

R7 – 1A Use left lane unless passing

The sign R7 – 1A replaces the outdated R7-1.1 sign “Use left lane unless passing” (RG 22), which has the white text on a black background. R7-1A is a smaller version (size: 750 x 700 mm) of “R7-1 Keep left unless passing” (1350 x 750 mm). R7-1A can only be used in urban areas.



For more details see MOTSAM Pt 1, section 02, page 2-24

Road works supplementary signs

W1 – 1.11 wet tar (TW 1.2.2A)

W1 – 1.12 skid testing (TW 1.3A)

W1 – 1.13 bridge repairs (TW 1.8A)

WET TAR

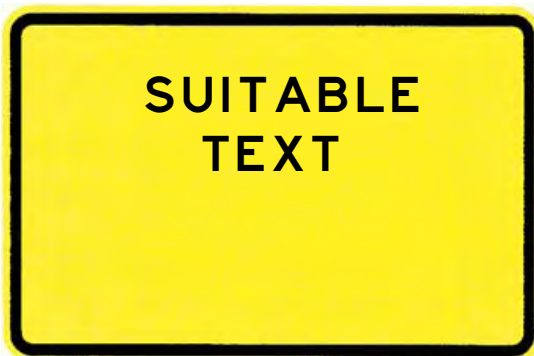
SKID
TESTINGBRIDGE
REPAIRS

These supplementary signs must only be shown beneath the standard diamond shaped road works sign (which has the symbol of a person digging on an orange background). They are explained in MOTSAM Pt 1, Section 5 on pages 5-10, 5-11, 5-12, 5-13 and 5-18 (updated May 2007).

WET TAR can be displayed when the road surface ahead is very soft or liquid bitumen or other similar material which may adhere to vehicles. Generally traffic should be managed so it is kept clear of soft or liquid bitumen, however this is not always possible when resealing with loose chips. This sign explains better to drivers why they should reduce their speed when moving through a resealing site.

SKID TESTING can be used to indicate either that slow moving vehicles may be present ahead testing the slipperiness of the road surface or the skid resistance is being tested by other methods where the testing personnel use a special instrument to check the road surface at a particular location.

BRIDGE REPAIRS can be used to indicate that the bridge ahead is undergoing repairs and that people could be working on or near the bridge.

W19 – 1 Permanent General warning

This sign can only be used where a standard symbolic permanent warning sign is not able to satisfactorily warn approaching drivers of the hazard ahead. It may not be used as an alternative to a standard sign, nor as an English translation of a symbolic sign. See MOTSAM Pt 1, section 06 for a list and explanation of the available permanent warning signs.

This sign is rectangular with a yellow background and a black border and black text. There are two sizes of text, suitable for urban and rural speed limit areas. The size of the sign can vary to suit number of words.

If a standard warning sign (of a size appropriate for the permanent speed limit) is not sufficiently effective, then the following enhancement measures should be considered:

- A larger-sized sign of the same type;
- Dual or gated signs (i.e. an additional sign located on the right side of the driver's carriageway or mounted above the roadway on a gantry or bridge);
- An extra reflective warning sign located in advance of the standard warning sign in its usual position;
- If the hazard requires a special permanent message which cannot be satisfactorily conveyed by any of the approved standard symbolic warning signs, then a General warning sign (W19-1) with an

appropriate text message can be installed. The NZTA regional engineer should be notified of the wording on this sign and the reasons why a standard symbolic sign was not appropriate for the site.

W20 – 1.3 Chevron sight board – roundabout, black on yellow



This sign is an alternative to the W20 – 1.1 “Chevron sight board – roundabout, white on black”, being 1200 mm long instead of 1600 mm long and over time this sign is intended to replace sign W20 – 1.1. The 1200 mm long size is suited to be placed on the centre island of smaller roundabouts,

which are more likely in urban areas.

For larger roundabouts and in rural areas, three options for enhancing the effectiveness of this sign can be considered:

- (a) Two or three standard chevron boards can be used opposite each road entering the roundabout, or
- (b) The length of the chevron board could be increased so it includes 8 or 12 chevron symbols, or
- (c) The size of the board can be increased both vertically and horizontally in proportion.

W20 – 1.4 Chevron sight board – at T junction, black on yellow



This sign is an alternative to W20 – 1.2 “Chevron sight board – at T junction” (white on black) and over time this sign is intended to replace sign W20 – 1.2. The sign consists of 4 chevrons pointing to the left and 4 chevrons pointing to the right. The length of the sign is 3000 mm compared with 4800 mm for a W20 – 1.2 sign showing 4 large chevrons in each direction. This sign is more suitable for the head of T junctions in urban speed limit areas but may be increased in size proportionally to suit rural speed limit areas.

Note: This sign is not normally needed where a direction sign pointing in two directions to the driver’s left and right has been installed across the head of T [A13-3 “Intersection direction – arrow board two directions” sign (ID 5)] and the A13-3 sign can be clearly seen at a sufficient distance in advance of the T junction for the typical speed of traffic approaching the junction.

Signs W20 – 1.3 and W20 -1.4 are described in MOTSAM Pt 1 on pages 6 -96 and 6 -97.

A21 – 5 Next [service] [distance] km



This is a rectangular sign with a blue background and a white border. There are 3 components:

1. the word NEXT (white);
2. either the A20-S1 (rest area) or A20-S6 (motor fuel) symbols;
3. distance (in figures) then “km”.

The sign can be used to advise motorists of the distance to the next rest area or refuelling station. The sign should only be erected in rural areas where a motorist just left or passed a rest area or refuelling station. The sign should not be used for indicating the next refuelling station if there are other adequate advertising signs beside the road which provide a motorist with the same information.

The motor fuel version of this sign appears in MOTSAM part 1 on page 8 -12a

3 November 2008

R5 – 9 Heavy vehicle – bridge limits

The description of this sign in the Gazette notice has been expanded to clarify what can be shown for gross weight in panel 2 of the sign. This panel can show any of the figures “30”, “40”, “50”, “60”, “70”, “80” or “90” followed by “% of Class I”, in which case the maximum sum of the masses of any 2 or more adjacent axles shall not exceed the maximum sums of axle mass described in Tables 2, 3, 4, 5 or 6 of Schedule 2 of the Land Transport Rule: Vehicle Dimensions and Mass 2002.

These signs are erected at bridges where special restrictions are needed to ensure the structural safety of the bridge. See *RTS 16 Guide to Heavy vehicle management*, section 14. These limits can be specified by an engineer who issues a certificate of inspection for a bridge.

This sign replaces Diagram No 4 “Heavy vehicle bridge limit sign” in the Fourth Schedule of the Heavy Motor Vehicle (HMV) Regulations 1974.

The classification of roads is explained in regulation 3 of those regulations. All roads are Class I unless they have been given a special Class C rating which is allowed for in that regulation.



Road controlling authorities may impose weight & speed restrictions on bridges by using regulation 11 “Protection of bridges” for up to 12 months [see clause 11(13)] or by bylaw for longer periods. Regulation 11(5) now specifies that the signs indicating these restrictions should be made in accordance with the Land Transport Rule: Traffic Control Devices.

Regulation 5(1) of the HMV Regulations 1974 (as amended in 2002) requires that the weight of motor vehicles not exceed the limits prescribed by sections 4.3 or 4.4 or 4.5 of the Land Transport Rule: Vehicle Dimensions and Mass 2002. As set out in Section 4.5 “Road mass limits”, heavy motor vehicles must not exceed the axle, axle set and gross mass limits set out in Schedule 2 of this Rule.

R6 – 40 No Camping

The sign uses a diagonal red bar across symbols of a tent and a motor home against a white background with the words “No Camping” below and all inside a red border. Local authorities have found that this sign is needed to explain to travellers and tourists where camping is prohibited in publicly owned areas, particularly on road reserves.



A11 – 6 Tsunami evacuation route

This is a rectangular sign with a blue background and a white border. There are 3 symbols on the background:

1. a circle with white border containing a wave and the words TSUNAMI EVACUATION ROUTE
2. a car (white)
3. an arrow (white) pointing in the appropriate direction



This sign should be erected at locations where the appropriate civil defence authority has determined there is a risk of tsunamis affecting coastal areas and has designated a particular evacuation route for drivers of motor vehicles.

For details of the appropriate use of this sign and similar evacuation signs, see the Ministry of Civil Defence and Emergency Management website (at: <http://www.civildefence.govt.nz>) where the following documents can be found: *Technical Standard: National Tsunami Signage* and *New Zealand National Tsunami Signage recommendations for CDEM groups*.

4 November 2009

R1-5.3 Motorway ends threshold

R1-5.4 Motorway begins threshold

These signs are similar in format to the existing “Urban/urban threshold” (R1-5.1) and “Rural/urban threshold” signs. They can be used instead of R1-1 “Standard” speed limit and either A41-1.3 “Motorway ends” or A41-1.1 “Motorway begins” signs. R1-5.4 also incorporates R5-2 “No pedestrians” and R5-1 “No cyclists” signs and may also include the name of the motorway.



R3-7.1 Wrong way – go back



This sign is similar in format the R3-7 “Wrong way” [RG-18 in MOTSAM]. It may be used where the R3-7 sign has been found not to be effective in deterring drivers from proceeding along a one-way roadway or motorway ramp in the wrong direction.

R3-13.3 Truck mounted attenuator display

The display, installed on a vehicle equipped with an attenuator used to protect work being conducted on the road beyond the sign, provides warning and indicates which side of the vehicle drivers must pass.

This sign should be used to replace “W4-9 Arrow board – variable” which is being phased out as the steady diagonal downward arrow in sign R3 -13.3 is better understood by drivers than the “moving” horizontal arrow in sign W4-9.



R4-12.2 Emergency stopping lane (combination)



This sign is for use in conjunction with (and should be placed above) another regulatory sign which defines a special vehicle lane.

The lane adjacent to the sign is available for the purposes of avoiding a collision or stopping in an emergency or for use by the class or classes of vehicles specified on another sign installed below this sign.

Note: This sign replaces the “R4-12.2 Emergency stopping lane – other times” sign which was specified in Schedule 1 of the Land Transport Rule: Traffic Control Devices Amendment 2006. Existing R4-12.2 signs

may continue to be used until they need to be replaced for maintenance purposes.

W13-1.3 Road narrows - two lanes reduce to one

The number of lanes in the direction of travel reduces from two to one beyond the sign.

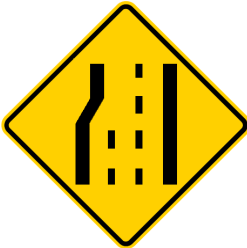
This sign is to warn drivers of the end of a passing lane or where two lanes in one direction reduce to one lane in that direction.

The existing W13-1 and W13-1.1 “Road narrows” signs without the broken lane line (PW 43 and PW 43.1) have been retained and should still be used for situations where the width of the roadway reduces but the number of lanes for motor traffic going in the driver’s direction does not change.



Note: Existing passing “Road Narrows” signs may remain in use near the end of passing lanes until one sign needs replacement. All the “Road Narrows” warning signs at a passing lane should then be changed to the new style if one sign needs replacement.

W13-1.4 Road narrows - three lanes reduce to two



The number of lanes in the direction of travel reduces from three to two beyond the sign.

This sign is for use on motorways or expressways etc where three lanes in one direction reduce to two lanes in that direction.

R4-13 Signal bypass lane – do not stop for signals – advance notice

The special vehicle lane described by the sign is outside the area controlled by traffic signals ahead and vehicles entitled to use this lane do not need to comply with the signals displayed. The example shown here is for a combined Transit (T2) and heavy vehicle bypass lane

R4-13.1 Signal bypass lane – signals do not apply

The special vehicle lane described by the sign is outside the area controlled by the adjacent traffic signals and vehicles entitled to use this lane do not need to comply with the signals displayed. The example shown here is for a combined Transit (T2) and heavy vehicle bypass lane.



February 2010

R5-13 No cruising zone

R5-13.1 No cruising zone begins

R5-13.2 No cruising zone ends



As a result of a recent change to legislation, road controlling authorities have been given the power to make bylaws to prohibit the practice which is now defined as “cruising”. [See sections 4 and 8 of Land Transport (Enforcement Powers) Amendment Act 2009] These three signs are very similar with R5-13 and R5-13.1 having an option to include the time period or periods when the “No cruising zone” is in operation.

W2-1.23 Hazard warning supplementary – hidden queue

This is a supplementary to the “exclamation mark” temporary warning sign (W2-1) [“Other hazard” TW -2 in MOTSAM] and is available to two sizes to match the two sizes of the warning sign.

This sign should only be erected in advance of a site where queues of vehicles (which have been delayed by roadworks or a temporary event) occur in a situation where they are hidden by road curvature or alignment from approaching vehicles.



Appendices

See Gazette notices as follows:

- “Traffic signs – Private road railway crossings” *NZ Gazette*, 13 March 2008, No. 58, p. 1641 (Notice 1683),
- “New Traffic Signs (July 2008)” *NZ Gazette*, 24 July 2008, No 116, p. 3082 (Notice 5317),
- “Traffic Signs (November 2008)” *NZ Gazette*, 20 November 2008, No 177, p. 4618 (Notice 8754),
- “Traffic Signs (November 2009)” *NZ Gazette*, 19 November 2009, No 167, p. 4051 (Notice 9548) [with Corrigenda, *NZ Gazette*, 4 March 2010, No. 25, p. 581 (Notice 1626)] and
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