

1967/28



THE TRAFFIC REGULATIONS 1956, AMENDMENT NO. 15

BERNARD FERGUSSON, Governor-General

ORDER IN COUNCIL

At the Government Buildings at Wellington this 27th day of February 1967

Present:

THE RIGHT HON. KEITH HOLYOAKE, C.H., PRESIDING IN COUNCIL

PURSUANT to the Transport Act 1962, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

REGULATIONS

1. Title and commencement—(1) These regulations may be cited as the Traffic Regulations 1956, Amendment No. 15, and shall be read together with and deemed part of the Traffic Regulations 1956* (hereinafter referred to as the principal regulations).

(2) Except as otherwise provided herein, these regulations shall come into force on the 1st day of May 1967.

2. Interpretation—Regulation 3 of the principal regulations is hereby amended by omitting the definitions of the terms “owner” and “parking”, and substituting the following definitions:

“Owner”, in relation to a motor vehicle, means the person lawfully entitled to possession thereof, except where—

“(a) The motor vehicle is subject to a bailment that is for a period not exceeding 28 days; or

“(b) The motor vehicle is let on hire pursuant to the terms of a rental-service licence,—

in which cases the term ‘owner’ means the person who, but for the bailment or letting on hire, would be lawfully entitled to possession of the motor vehicle; and ‘ownership’ has a corresponding meaning:

*S.R. 1956/217 (Reprinted with Amendments Nos. 1 to 8: S.R. 1963/157)

Amendment No. 9: S.R. 1963/224

Amendment No. 10: S.R. 1964/85

Amendment No. 11: S.R. 1964/119

Amendment No. 12: S.R. 1964/208

Amendment No. 13: S.R. 1965/21

Amendment No. 14: S.R. 1966/126

“‘Parking’—

“(a) In relation to any portion of a road where parking is for the time being governed by the location of parking meters placed pursuant to a bylaw of a local authority, means the stopping or standing of a vehicle on that portion of the road for any period exceeding five minutes:

“(b) In relation to any other portion of a road, means the stopping or standing of a vehicle on that portion of the road;— and ‘park’ has a corresponding meaning:”.

3. Overtaking at places where “No-overtaking” lines marked—

(1) The principal regulations are hereby further amended by revoking regulation 8 (as substituted by regulation 3 (1) of the Traffic Regulations 1956, Amendment No. 10), and substituting the following regulation:

“Overtaking at Places Where ‘No-overtaking’ Lines Marked

“8. (1) No driver at or approaching any portion of roadway where the controlling authority has marked longitudinal lines for the guidance of traffic in the manner specified in diagram No. 1 or diagram No. 2 in the First Schedule hereto shall pass or attempt to pass any vehicle (other than a bicycle) moving in the same direction within the area of roadway upon which such lines are marked until he reaches the further end of the continuous line which is nearest to his left of the roadway, unless throughout the passing movement he keeps his vehicle wholly to the left of the continuous line which is nearest to his left of the roadway.

“(2) The provisions of section 32 of the said Act shall apply to every offence against subclause (1) of this regulation.”

(2) Regulation 3 of the Traffic Regulations 1956, Amendment No. 10, is hereby consequentially revoked.

4. Overtaking at other places—Regulation 9 of the principal regulations is hereby amended by adding to subparagraph (ii) of paragraph (b) of subclause (1A) (as inserted by regulation 3 of the Traffic Regulations 1956, Amendment No. 7) the words “or by longitudinal lines for the guidance of traffic marked in the manner specified in diagram No. 1 or diagram No. 2 in the First Schedule hereto”.

5. Route of driving at intersections—(1) Regulation 10 of the principal regulations is hereby amended by inserting in subclause (1), after paragraph (d), the following paragraph:

“(dd) *Approaching or Crossing—Passing of Other Vehicles:* The driver may overtake and pass any other vehicle on the right of the overtaken vehicle when approaching or crossing an intersection if the movement can be made with safety and, except in the case of a road upon which traffic is permitted to travel in one direction only, without the overtaking vehicle encroaching upon or crossing the middle line of the roadway, provided—

“(a) The overtaken vehicle is as far as is practicable to its left of the roadway; or

“(b) The overtaken vehicle is not in a lane available for traffic turning to the right.”

(2) Regulation 10 of the principal regulations is hereby further amended by inserting in subclause (2), after the words “paragraphs (b), (d)”, the expression “(dd)”.

6. Right of way at pedestrian crossings—(1) The principal regulations are hereby further amended by revoking regulation 14 (as substituted by regulation 7 of the Traffic Regulations 1956, Amendment No. 7, and as amended by regulation 2 of the Traffic Regulations 1956, Amendment No. 8), and substituting the following regulation:

“Pedestrian Crossings

“14. (1) Every driver when approaching a pedestrian crossing shall yield the right of way to any pedestrian who is crossing the roadway on that pedestrian crossing and, if necessary, shall slow down and stop for that purpose. For the purposes of this subclause the parts of a pedestrian crossing which are situated on each side of the longitudinal line dividing the crossing into two parts, or, where the crossing is interrupted by a safety zone, on each side of the safety zone, shall be deemed to be separate pedestrian crossings.

“(2) No driver shall overtake and pass any vehicle that has stopped or slowed down to comply with the provisions of subclause (1) of this regulation.

“(3) The provisions of this regulation shall not apply at a pedestrian crossing that is for the time being controlled by a traffic officer, police officer, or traffic-control lights.”

(2) The following regulations are hereby consequentially revoked:

(a) Regulation 7 of the Traffic Regulations 1956, Amendment No. 7:

(b) Regulation 2 of the Traffic Regulations 1956, Amendment No. 8.

7. Places controlled by lights—(1) Regulation 18 of the principal regulations is hereby amended—

(a) By inserting in subparagraph (iii) of paragraph (a) of subclause (3) (as substituted by regulation 5 of the Traffic Regulations 1956, Amendment No. 10), after the words “Don’t Cross”, the words “or ‘Wait’”:

(b) By inserting in paragraph (f) of the same subclause, after the words “Don’t Cross”, the words “or ‘Wait’”.

(2) Regulation 18 of the principal regulations is hereby further amended by adding the following subclause:

“(6) If at any time the traffic at any place at which coloured lights for traffic control are installed appears to be controlled by a police officer or traffic officer, his directions shall be deemed to override any signals that may be given by any coloured light or any traffic sign or road marking.”

8. Restrictions on stopping or parking vehicles—(1) Regulation 19 of the principal regulations is hereby amended by revoking subclause (2), and substituting the following subclause:

“(2) No person being the driver or in charge of any vehicle shall stop, stand, or park that vehicle on a road, whether attended or unattended,—

“(a) Within an intersection:

“(b) On a pedestrian crossing, or (except in the case of a bicycle) before the nearer side of a pedestrian crossing within any area where the controlling authority has marked on the roadway a broken yellow line parallel to and at a distance of not less than 2 ft nor more than 4 ft from the edge of the roadway or, where no such area is marked, within a distance of 20 ft:

“(c) Between a safety zone and the adjacent footpath:

“(d) Within 20 ft of an indicated omnibus stop:

“Provided that where the area of prohibition is marked out as being greater or less than 20 ft the provisions of paragraph (n) of this subclause shall apply:

“(e) In any part of a roadway so close to any corner, bend, rise, safety zone, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle proceeding towards that corner, bend, rise, safety zone, or intersection, or within 20 ft of an intersection, or on any part of a roadway adjacent to any corner, bend, rise, safety zone, or intersection where the controlling authority has marked a broken yellow line parallel to and at a distance of not less than 2 ft nor more than 4 ft from the edge of the roadway:

“(f) In any part of a roadway contrary to the terms of any notice, traffic sign, or marking or sign maintained on or adjacent to the roadway by a controlling authority and indicating that the stopping, standing, or parking of vehicles is prohibited, limited, or restricted:

“(g) So as to obstruct entry to or exit from any place used or appearing to be used as a vehicle entrance or exit to land fronting a roadway:

“Provided that nothing in this paragraph shall apply with respect to any omnibus that has stopped at an authorised bus stop for the purpose of embarking or disembarking passengers:

“(h) Within 2 ft of any fire hydrant, or, in the case of a fire hydrant situated below the surface of the road, within 2ft of the centre of the cover of the hydrant:

“Provided that no driver of a vehicle carrying passengers for hire shall be deemed to commit an offence against this paragraph if the vehicle has stopped temporarily only and solely for the purpose of picking up or setting down passengers:

“Provided also that no driver of a vehicle shall be deemed to commit an offence against this paragraph if he remains in the vehicle or leaves a person in charge of the vehicle who is capable of moving it if necessary:

“(i) Between the nearer edge of the roadway and any portion of a marking on the roadway consisting of the letters ‘FH’ approximately 18 in. in height enclosed within a circle approximately 4 ft in diameter, the centre of which is not more than 20 ft from a fire hydrant situated outside the roadway:

“Provided that no driver of a vehicle carrying passengers for hire shall be deemed to commit an offence against this paragraph if the vehicle has stopped temporarily only and solely for the purpose of picking up or setting down passengers:

“Provided also that no driver of a vehicle shall be deemed to commit an offence against this paragraph if he remains in the vehicle or leaves a person in charge of the vehicle who is capable of moving it if necessary:

“(j) So that any other stopped motor vehicle having two or more road wheels not in line ahead is located between his vehicle and the nearest edge of the roadway:

“(k) Otherwise than parallel with the direction of the roadway and with the left side of the vehicle as close as is practicable to the left side of the road, except in a one-way road, when the vehicle shall face in the same direction as the vehicles proceeding along the road and as close as practicable to either side of the road:

“Provided that, where the controlling authority has indicated in accordance with subclause (11) of regulation 121 hereof that vehicles may be parked only at an angle to the direction of the roadway, no person shall stand or park any vehicle (not being a bicycle) otherwise than in accordance with the direction indicated:

“(l) In any road or part of a road where, under the authority of a bylaw passed under paragraph (k) of subsection (1) of section 72 of the said Act, the stopping or standing of vehicles is prohibited or restricted and where the location of the prohibition or restriction is indicated by the controlling authority by the erection of a sign of Class G described in the Fourth Schedule hereto:

“(m) On any footpath or footway or on any public cycle track constructed under the provisions of section 176 of the Municipal Corporations Act 1954 or of section 197 of the Counties Act 1956:

“(n) On any part of a roadway (except in the case of the vehicles of the types or classes referred to in the traffic signs of Class D erected at that place) the area of which is marked on the roadway by lines (hereinafter referred to as ‘the said area’) and which is reserved by a controlling authority as a stopping place or stand for any vehicle or vehicles used for hire or reward, and the location of which is indicated by the controlling authority by the erection adjoining the said area (at such place or places as to give to any driver of a motor vehicle reasonable notice of the presence of the said area) of a sign or signs of Class D in the form of diagram No. 9 described in the Fourth Schedule hereto:

“(o) On any part of a roadway reserved by a controlling authority as a loading zone and the location of which is indicated by the controlling authority by the erection of the appropriate signs of Class D otherwise than in accordance with the signs so erected.”

(2) Regulation 24 of the principal regulations is hereby consequentially amended by omitting from subclause (2) (as substituted by regulation 10 of the Traffic Regulations 1956, Amendment No. 7) the words “paragraph (h) or paragraph (i)”, and substituting the words “paragraph (j) or paragraph (k)”.

(3) The following regulations are hereby consequentially revoked:

- (a) Regulation 4 of the Traffic Regulations 1956, Amendment No. 5:
- (b) Regulation 8 of the Traffic Regulations 1956, Amendment No. 7:
- (c) Regulation 6 of the Traffic Regulations 1956, Amendment No. 10.

9. Inconsiderate driving—The principal regulations are hereby further amended by inserting, after regulation 19, the following regulation:

“Inconsiderate Driving

“19A. (1) No person shall on any road drive any motor vehicle at such a slow speed or in such a manner as to impede the normal and reasonable movement of any other vehicle.

“(2) Where the controlling authority has indicated by the erection of the appropriate signs that the lane nearest to the left of any roadway is a passing lane, the driver of any motor vehicle that is moving at such a slow speed as to impede the normal and reasonable movement of any other vehicle shall move into that lane as soon as the movement may be made with safety, and shall continue in that lane until he reaches the end thereof or is able to proceed without impeding the normal and reasonable movement of vehicles using the road.”

10. Emission of smoke or vapour—The principal regulations are hereby further amended by inserting, after regulation 22, the following regulation:

“Emission of Smoke or Vapour

“22A. No person shall operate any motor vehicle in such a condition or in such a manner as to emit an excessive amount of smoke or visible vapour.”

11. Forty-mile speed-limit areas—(1) The principal regulations are hereby further amended by inserting, after regulation 27, the following regulation:

“Forty-mile Speed-limit Areas

“27A. (1) The Minister may from time to time, by notice in the *Gazette*, declare any road or portion of a road that is not subject to the limitation as to speed imposed by section 52 (1) of the said Act to be a 40 miles an hour speed-limit area.

“(2) No person shall drive a motor vehicle at a speed exceeding 40 miles an hour on any road which has been declared to be a 40 miles an hour speed-limit area under the provisions of subclause (1) of this regulation.

“(3) At the places of entrance to and at the places of exit from a 40 miles an hour speed-limit area the controlling authority shall cause to be erected and maintained the appropriate signs prescribed by Part X of these regulations.”

(2) Regulation 120 of the principal regulations is hereby amended by inserting in that part of subclause (1) that relates to signs of Class I, after paragraph (a), the the following paragraph:

“(aa) The presence of a 40 mile speed-limit area; or”.

12. Speed limit at road works—The principal regulations are hereby further amended by inserting, after regulation 31, the following regulation:

“Speed Limit at Road Works

“31A. (1) No person shall drive a motor vehicle at a speed exceeding 20 miles an hour on any portion of a road where the surface of that portion is being sealed or resealed or during the period of 48 hours after such sealing or resealing has been completed or suspended, if signs in accordance with subclause (3) of this regulation have been duly erected and maintained.

“(2) No person shall drive a motor vehicle at a speed exceeding 20 miles an hour on any portion of a road where construction or reconstruction work is being carried out, if signs in accordance with subclause (3) of this regulation have been duly erected and maintained.

“(3) The traffic signs to be erected for the purpose of subclauses (1) and (2) of this regulation shall be as follows:

“(a) A sign of Class I at every point of entrance to the portion of road:

“(b) A sign of Class I, Class K, or Class J, whichever is appropriate, at every point of exit from the portion of road:

“Provided that the sign of Class I at each point of commencement of the portion of road shall have attached immediately underneath the disc a rectangular sign bearing in black letters not less than 3 in. high on a yellow ground the word ‘TEMPORARY’.

“(4) Notwithstanding anything to the contrary in these regulations, signs for the purpose of this regulation may be erected by a traffic officer or by the person in charge of the work in progress on the portion of road.

“(5) Nothing in this regulation shall derogate from the powers of the controlling authority under regulation 31 hereof to fix a maximum speed limit of other than 20 miles an hour in any case to which this regulation applies.”

13. Special provisions as to lights on fire engines, etc.—(1) The principal regulations are hereby further amended by revoking regulation 39 (as substituted by regulation 12 (1) of the Traffic Regulations 1956, Amendment No. 7, and amended by regulation 8 of the Traffic Regulations 1956, Amendment No. 10), and substituting the following regulation:

“Special Provisions as to Lights on Fire Engines, Ambulances, Traffic Officers’ and Police Cars, Breakdown Vehicles, and Tower Vehicles

“39. (1) A fire engine may be fitted with—

“(a) Two simultaneously-flashing red lights at the front of and shining directly ahead of the vehicle; or

“(b) One flashing or revolving red light on top of the vehicle and visible in all directions,—
for use while on urgent fire-brigade service.

“(2) An ambulance may be fitted with—

“(a) One flashing red light near the centre of the front of and shining directly ahead of the vehicle; or

“(b) One flashing or revolving red light on the top of the vehicle and visible in all directions,—
for use while on urgent ambulance service.

“(3) A motor vehicle while used for official purposes by a traffic officer or police officer may be fitted with—

“(a) One flashing red light near the centre of the front of and shining directly ahead of the vehicle; or

“(b) One flashing or revolving red light on the top of the vehicle and visible in all directions.

“(4) A breakdown vehicle may be fitted with one flashing or revolving yellow or amber light on top of the vehicle and visible in all directions for use on a road only at a place where a disabled vehicle has met with mishap, or at a place from which a vehicle is being removed under the authority of paragraph (d) of subclause (1) of regulation 5 hereof.

“(5) A vehicle fitted with a collapsible tower for facilitating the repair of overhead wires may be fitted with one flashing or revolving yellow or amber light on top of the vehicle and visible in all directions for use only in the course of the repair of such wires.

“(6) The Commissioner may, by notice published in the *Gazette*, approve of the fitting of one or more flashing or revolving yellow or amber lights to any specified motor vehicle or class of motor vehicles, subject to such conditions as may be prescribed by the Commissioner.”

(2) The following regulations are hereby consequentially revoked:

(a) Regulation 12 of the Traffic Regulations 1956, Amendment No. 7:

(b) Regulation 8 of the Traffic Regulations 1956, Amendment No. 10.

(3) This regulation shall come into force on the date of the notification of these regulations in the *Gazette*.

14. Brakes—(1) Regulation 42 of the principal regulations is hereby amended by adding the following subclause:

“(11) No person shall operate a motor vehicle utilising compressed air or a vacuum in its braking system, unless the hose or other flexible tubing forming part of the compressed air or vacuum brake lines is of a make or kind approved by the Commissioner for the purpose to which it is applied.”

(2) The provisions of this regulation shall apply to—

- (a) Every motor vehicle first registered after the expiration of 12 months after the date of notification of these regulations in the *Gazette*; and
- (b) Every other motor vehicle whenever any existing hose or other flexible tubing forming part of its braking system is replaced after the expiration of 12 months as aforesaid.

15. Windscreen protection—(1) Regulation 46 of the principal regulations is hereby amended by inserting, after subclause (1), the following subclause:

“(1A) No person shall operate any heavy goods-service vehicle fitted with a windscreen exceeding 4 ft in width, unless it is fitted with two efficient mechanically operated windscreen wipers to prevent interference with the driver’s vision by weather conditions.”

(2) This regulation shall apply to—

- (a) Every heavy goods-service vehicle first registered on or after the 1st day of July 1967:
- (b) Every heavy goods-service vehicle on and after the 1st day of July 1968.

16. Closing of doors of passenger vehicles—The principal regulations are hereby further amended by inserting, after regulation 50, the following regulation:

“Closing of Doors of Passenger Vehicles

“50A. No person shall operate any school bus within the meaning of subclause (3) of regulation 33 hereof, or any motor vehicle (not being such a school bus) for the time being carrying passengers for hire or reward, if any door used for the entrance or exit of passengers is open when the vehicle moves off from a stopping place or when the vehicle is within a distance of 50 yards before any stopping place where it comes to a stop for the purpose of loading or unloading passengers.”

17. Mudguards on certain vehicles—The principal regulations are hereby further amended by inserting, after regulation 51A (as inserted by regulation 15 (1) of the Traffic Regulations 1956, Amendment No. 7), the following regulation:

“Mudguards on Vehicles Other than Heavy Goods-service Vehicles

“51AA. (1) No person shall operate any motor vehicle (not being a heavy motor vehicle to which subclause (1) of regulation 51A hereof applies), unless it is equipped with a mudguard or mudflap for each wheel on the rear axle of the vehicle, each mudguard or mudflap being so constructed that it will so far as is practicable catch or deflect downwards any stones, mud, water, or other substance thrown up by the rotation of the wheel or wheels for which the mudguard or mudflap is provided.

- “(2) The provisions of this regulation shall not apply to—
- “(a) Any vehicle registered before the 1st day of July 1967 until the expiration of a period of 18 months after that date:
- “(b) Any vehicle in an unfinished condition used under the authority of dealers’ plates issued pursuant to section 22 of the Act:
- “(c) Any pole-type trailer:
- “(d) Any vehicle exclusively or principally designed for the carriage of logs:
- “(e) Any straddle truck, fork-lift truck, or other vehicle the body of which is such that it is unnecessary or impracticable to provide a mudguard or mudguards.”

18. Direction indicators—The principal regulations are hereby further amended by inserting, after regulation 51c (as inserted by regulation 7 (1) of the Traffic Regulations 1956, Amendment No. 12), the following regulation:

“Flashing-light Direction-indicators

“51d. (1) No person shall operate any motor vehicle unless it is fitted with approved flashing-light direction-indicators at the front and rear of the vehicle and capable of signalling the intention of the driver to turn to the right or the left.

“(2) The provisions of subclause (1) of this regulation shall not apply to—

- “(a) Any motor vehicle registered before the 1st day of July 1967:
- “(b) Any trailer, tractor, fork-lift vehicle, or motor cycle.”

19. Warrants of fitness—Regulation 52 of the principal regulations is hereby amended by revoking subclause (6), and substituting the following subclause:

“(6) Except as provided in subclause (5) of this regulation, no person shall issue a warrant of fitness in respect of any vehicle requiring to be equipped as provided by any of the provisions of regulations 34 to 45, subclause (1) of regulation 46, regulations 47 to 50, and regulation 51d hereof, or, in the case of a motor cycle, by regulations 61 to 67 hereof, which is not so equipped.”

20. Rules as to towing—Regulation 59 of the principal regulations is hereby amended by inserting, after subclause (1), the following subclause:

“(1A) No person shall on any road tow more than one trailer with any motor car or station wagon, or with any goods-service vehicle if the goods-service vehicle with the load it is for the time being carrying does not exceed 2 tons in weight.”

21. Pedestrians entering crossings—The principal regulations are hereby further amended by inserting, after regulation 87, the following regulation:

“Entering Crossings

“87A. No pedestrian shall suddenly enter a pedestrian crossing when an approaching motor vehicle is so close to the pedestrian crossing that the driver of the vehicle is unable to give way to the pedestrian.”

22. **Safety zones**—The principal regulations are hereby further amended by revoking regulations 103 and 104, and substituting the following regulations:

“Creation of Safety Zones

“103. Every area of land forming part of and surrounded on all sides by a road and for the time being maintained in conjunction with a pedestrian crossing and having its boundaries marked in the way prescribed by regulation 104 hereof shall, notwithstanding non-compliance with any of the requirements of regulations 105 to 111 hereof, be a safety zone within the meaning of these regulations.

“Marking of Safety Zones

“104. Every safety zone shall have its boundaries marked either—

- “(a) By clear marking lines similar in colour to those of the pedestrian crossing and set out as described in diagram No. 4 in the Third Schedule hereto; or
- “(b) By a kerbing raised above the level of the surrounding roadway.”

23. **Length of safety zones**—Regulation 106 of the principal regulations is hereby amended by revoking paragraphs (d) and (e), and substituting the following paragraph:

- “(d) Of a length less than the width of the pedestrian crossing maintained in conjunction with the safety zone.”

24. **Traffic signs of Class D (parking signs)**—(1) Regulation 121 of the principal regulations is hereby amended by inserting, after subclause (5), the following subclauses:

“(5A) Signs of Class D to indicate that part of a roadway is reserved for use as a loading zone for vehicles loading or unloading passengers or goods shall be in the form of diagram No. 9A in the Fourth Schedule hereto bearing the words ‘LOADING ZONE’ and, where appropriate, such other words as may be necessary to inform the driver of a motor vehicle of the purpose for which that part of the roadway is reserved.

“(5B) Where any area of a road which, except for any point at which traffic may enter or leave the area, is enclosed by a fence or other means any restriction on parking in that area shall be indicated by a sign in the form of diagram No. 9B in the Fourth Schedule hereto erected at each point of entry to the area.”

(2) Regulation 121 of the principal regulations is hereby further amended by revoking subclause (7).

(3) Regulation 121 of the principal regulations is hereby further amended by inserting in subclause (10), after the word “parallel”, the words “to or at an angle of not more than 30 degrees”.

(4) Regulation 121 of the principal regulations is hereby further amended by inserting, after subclause (10), the following subclause:

“(10A) Where the words ‘AT ALL TIMES’ appear on any sign of Class D or on a supplementary notice in explanation or extension of such a sign, the restriction indicated by the sign shall apply continuously.”

(5) Regulation 121 of the principal regulations is hereby further amended—

- (a) By omitting from subclause (5) the words “prohibition of”, and substituting the words “restriction on”;
- (b) By omitting from subclause (8) the words “prohibition or”;
- (c) By omitting from subclause (9) the words “prohibition or” wherever they occur.

(6) After the commencement of these regulations, no controlling authority shall erect on any road a sign in the form of diagram No. 7 or diagram No. 8 in the Fourth Schedule to the principal regulations.

(7) Every sign in the form of diagram No. 7 or diagram No. 8 in that Schedule which is erected at the commencement of these regulations shall be deemed to indicate that parking is allowed for a maximum period of five minutes.

25. Traffic signs of Class G—(1) Regulation 121 of the principal regulations is hereby further amended by revoking subclause (14), and substituting the following subclauses:

“(14) Signs of Class G shall be in the form of diagram No. 12 or diagram No. 12A in the Fourth Schedule hereto—that is to say, in the form of a rectangle, coloured lemon-yellow, with a horizontal black line dividing the sign into two parts; bearing in the top portion of the sign the words ‘NO STOPPING’ or the words ‘NO STANDING’, and in the bottom portion of the sign such words or numerals or arrows as are necessary to convey the prohibition or restriction on stopping or standing; all of such words, numerals, and arrows to be coloured black.

“(14A) Subject to the provisions of subclause (14B) of this regulation, signs of Class G relating to any side of any length of roadway shall be erected on or close to that side of the roadway as follows:

“(a) At each end of the length of roadway affected; and

“(b) At or near both sides of any intervening intersection; and

“(c) At distances of not more than 100 yards between any two signs,—and in that case, the prohibition or restriction indicated by the signs shall be deemed to include the places at which the outermost signs are erected and (subject to the provisions of regulation 19 (3) hereof) all places in between those signs.

“(14B) An arrow or arrows used on or in connection with a sign of Class G shall indicate that the stopping or standing prohibition or restriction thereby imposed extends from the sign along the side of the roadway in the direction indicated by the arrow, and, if a double-headed arrow or two arrows pointing in opposite directions are so used, the prohibition or restriction thereby imposed shall be deemed to extend in both directions along the side of the roadway from the sign.

“(14C) Unless a sign of Class G is erected parallel to or at an angle of not more than 30 degrees to the direction of the side of roadway to which it relates, and is also in the form of diagram No. 5 or diagram No. 8 in the Fourth Schedule hereto (that is to say, containing an arrow or a double-headed arrow), a supplementary notice containing either words to indicate the extent of the prohibition or restriction or an arrow or a double-headed arrow or two arrows pointing in opposite directions to indicate the direction of the prohibition or restriction shall be placed immediately below the sign.

“(14D) Where the words ‘AT ALL TIMES’ appear on any sign of Class G or on a supplementary notice in explanation or extension of such a sign, the prohibition or restriction indicated by the sign shall apply continuously.”

(2) Regulation 2 of the Traffic Regulations 1956, Amendment No. 9, is hereby consequentially amended by revoking subclause (1).

26. Erection of traffic signs—(1) Regulation 125 of the principal regulations is hereby amended by revoking subclause (7), and substituting the following subclause:

“(7) Supplementary notices in explanation or extension of those given by the signs of Class D may be placed directly under the sign and on its support; and, except in the case of a sign in the form of diagram No. 9 in the Fourth Schedule hereto, the restrictions indicated by the sign shall apply only during the hours between 8 a.m. and 6 p.m. on days other than Saturdays and holidays unless such a supplementary notice contains a direction to the contrary.”

(2) Regulation 125 of the principal regulations is hereby further amended by revoking subclause (12), and substituting the following subclause:

“(12) Supplementary notices in explanation or extension of those given by signs of Class G may be placed directly under the sign and on its support; and the prohibitions or restrictions indicated by the sign shall apply only during the hours between 8 a.m. and 6 p.m. on days other than Saturdays and holidays, unless such a supplementary notice contains a direction to the contrary.”

(3) Regulation 125 of the principal regulations (as amended by regulation 21 of the Traffic Regulations 1956, Amendment No. 10) is hereby further amended by adding the following subclause:

“(18) The National Roads Board may require the controlling authority of a road which forms an intersection with a State highway to erect before any part of the intersection a traffic sign of Class E or traffic sign of Class L to indicate that the driver of any vehicle approaching or crossing the intersection shall stop his vehicle or, as the case may be, shall yield the right of way to any other vehicle approaching or crossing the intersection.”

27. Erection of signs by traffic officers—Regulation 126 of the principal regulations is hereby amended by adding to the proviso to subclause (1) the words “or by any traffic officer”.

28. Location of traffic signs—Regulation 128 of the principal regulations is hereby amended by adding, as subclause (2), the following subclause:

“(2) Where under the provisions of these regulations any sign or class of signs is required to be erected in a specified position or in a specified manner, the Commissioner may, by notice in the *Gazette*, authorise the erection of any such sign or class of signs in any alternative position or manner.”

29. New regulations inserted—The principal regulations are hereby further amended by inserting, after regulation 129, the following regulations:

“Road Markings

“129A. A controlling authority may mark on any part of a roadway where the stopping, standing, or parking of vehicles is prohibited by these regulations or by any sign erected under this Part of these regulations, as an indication of the extent of the prohibition or, in the case of a prohibition which is required to be indicated by the erection of appropriate signs, as an additional indication of the extent of the prohibition a broken yellow line parallel to and at a distance of not less than 2 ft nor more than 4 ft from the edge of the roadway. In the case of any such prohibition which is not required to be indicated by the erection of a traffic sign, the length of any such line shall not exceed 100 ft.

“Directional Arrows for Guidance of Traffic

“129B. (1) Where directional arrows in one of the forms of diagrams No. 3, No. 4, No. 5, No. 6, or No. 7 in the First Schedule hereto have been marked by a controlling authority in association with lane markings approaching an intersection, the following are the directions deemed to be given by the arrows for the guidance of traffic:

“(a) *Diagram No. 3*: All vehicular traffic shall turn to the left:

“(b) *Diagram No. 4*: All vehicular traffic shall proceed straight ahead:

“(c) *Diagram No. 5*: All vehicular traffic shall turn to the right:

“(d) *Diagram No. 6*: All vehicular traffic shall turn to the left or proceed straight ahead:

“(e) *Diagram No. 7*: All vehicular traffic shall turn to the right or proceed straight ahead.

“(2) The directional arrows shall be of a minimum length of 12 ft, and shall be in a colour contrasting with the road surface.

“Traffic Lights

“129C. (1) Subject to subclause (5) of regulation 18 hereof, a controlling authority may erect and maintain signals in the form of lights for the control of traffic.

“(2) The signals given by any such lights shall conform with the signals specified in subclause (3) of regulation 18 hereof or, as the case may require, in subclause (4) of that regulation.

“(3) Every signal in the form of lights which is in use at the commencement of this regulation and which conforms with the signals specified in subclause (3) of regulation 18 hereof or, as the case may require, subclause (4) of that regulation may continue to be used and shall continue in full force and effect as if it had been erected under this regulation.

“Prohibition of Use of Reflective Material

“129D. (1) No person shall use any reflective material on any sign, hoarding, or similar structure used or intended to be used for the purposes of advertising in such a position that it is likely to reflect the light from the lamps of any motor vehicle on a road.

“(2) The Commissioner may, by notice in the *Gazette*, exempt any specified sign or class of sign from the provisions of subclause (1) of this regulation.

“(3) For the purposes of this regulation, the term ‘reflective material’ means any material or surface that tends to reflect a beam of light parallel to the path of the beam and in an opposite direction to that path; and includes any material or surface with such characteristics or similar characteristics declared by the Commissioner, by notice in the *Gazette*, to be reflective material for the purposes of this regulation.”

30. General provisions as to signs—Regulation 130 of the principal regulations is hereby amended by inserting, after subclause (8), the following subclauses:

“(8A) Any traffic sign which conforms substantially with the form of a traffic sign of the appropriate class prescribed by or pursuant to these regulations shall be deemed to be an authorised traffic sign and to be of full effect, notwithstanding any non-compliance with the requirements of these regulations.

“(8B) Any road marking which conforms substantially with the form prescribed by these regulations shall be deemed to be an authorised road marking, notwithstanding any non-compliance with these regulations.”

31. Form of directional arrows—The First Schedule to the principal regulations (as substituted by regulation 22 of the Traffic Regulations 1956, Amendment No. 10) is hereby amended by adding the diagrams Nos. 3 to 7 set out in the First Schedule to these regulations.

32. Diagrams restricting stopping or parking—The Fourth Schedule to the principal regulations is hereby amended—

- (a) By inserting, after diagram No. 9, the diagrams Nos. 9A and 9B set out in the Second Schedule to these regulations:
 - (b) By inserting, after diagram No. 12, the diagram No. 12A set out in the Second Schedule to these regulations.
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SCHEDULES

FIRST SCHEDULE

Reg. 31

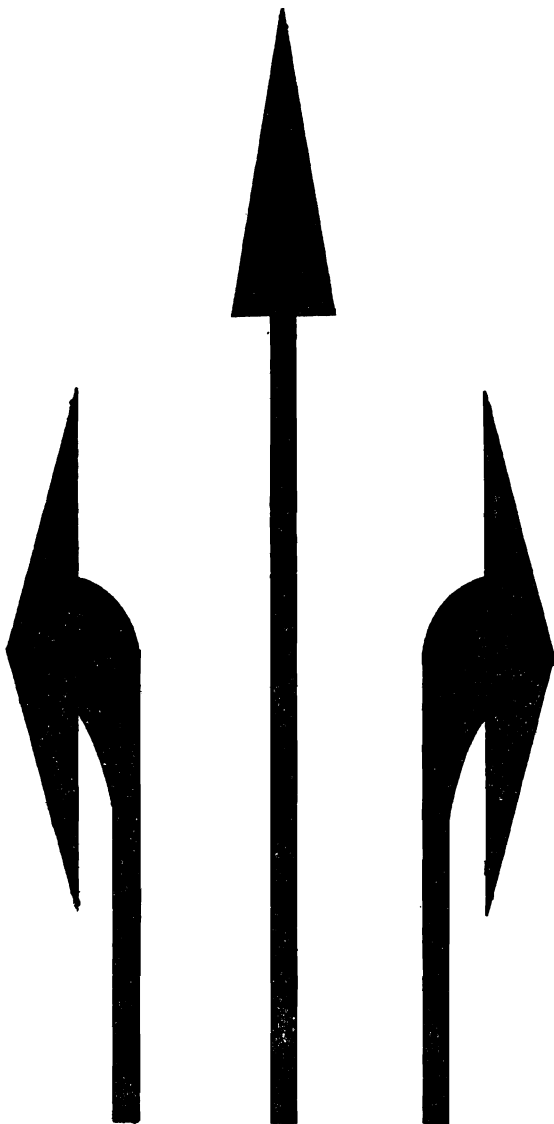
METHOD OF MARKING DIRECTIONAL ARROWS

*Diagram
No. 3*

*Diagram
No. 4*

*Diagram
No. 5*

Reg. 129B

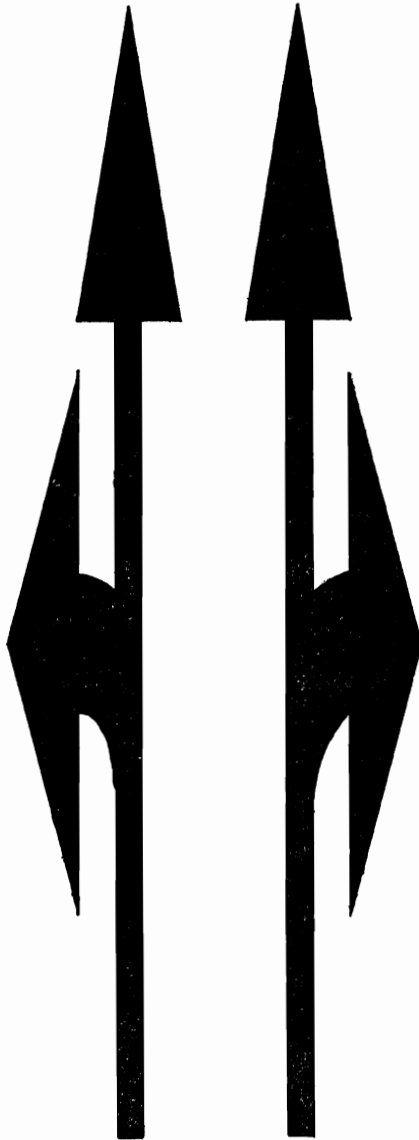


FIRST SCHEDULE—*continued*

METHOD OF MARKING DIRECTIONAL ARROWS—*continued*

*Diagram
No. 6*

*Diagram
No. 7*



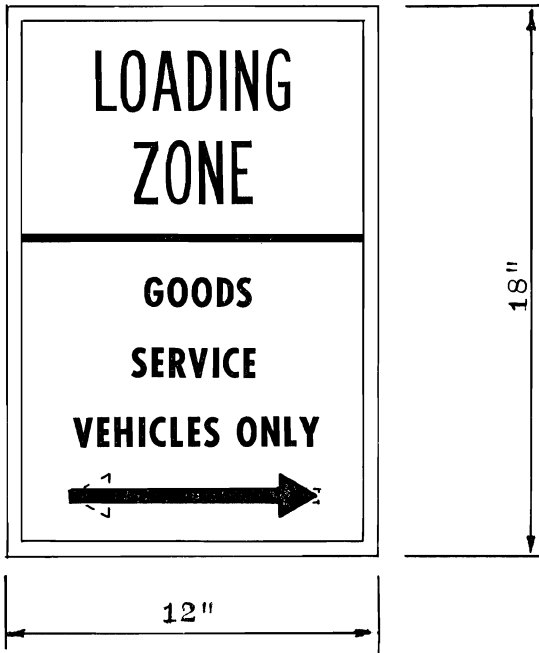
SECOND SCHEDULE

Reg. 32

"CLASS D

"Diagram No. 9A

Reg. 121 (5A)



Black letters, etc., on a lemon-yellow background.

(The corners of the sign may be rounded.)

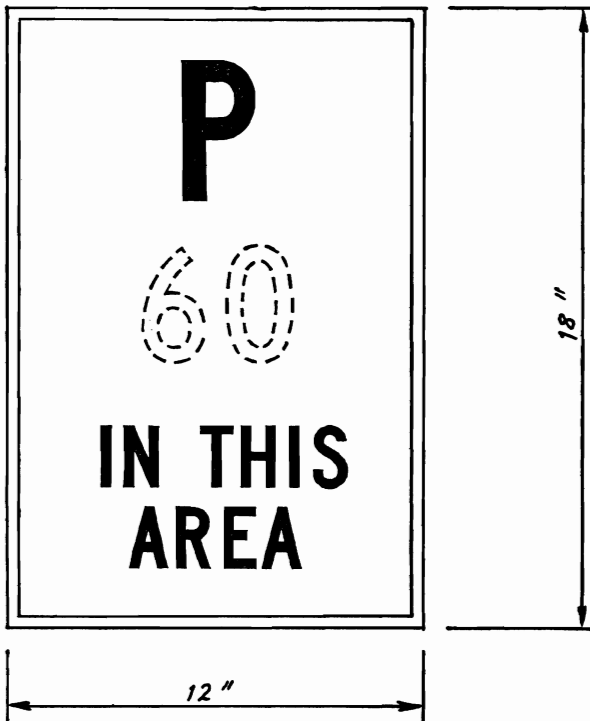
NOTE—The single arrow is for illustration only and may be replaced by a double-headed arrow.

SECOND SCHEDULE—*continued*

“CLASS G

“Diagram No. 9B

Reg. 121 (5B)



Black letters, etc., on a lemon-yellow ground.

(The corners of the sign may be rounded.)

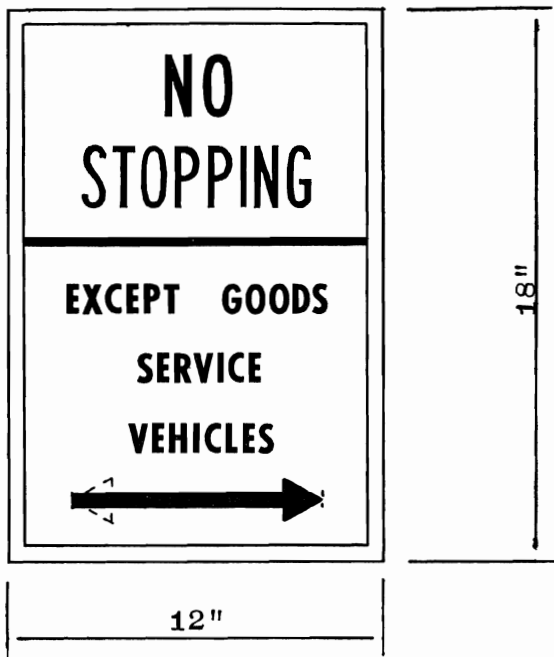
NOTE—The figure “60” is for illustration only and may be replaced by any figure.

SECOND SCHEDULE—continued

"CLASS D

"Diagram No. 12A

Reg. 121 (14)



Black letters, etc., on a lemon-yellow ground.

(The corners of the sign may be rounded.)

NOTE—The single arrow is for illustration only and may be replaced by a double-headed arrow."

T. J. SHERRARD,
Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the regulations, but is intended to indicate their general effect.

Regulation 2 redefines the expressions "owner" and "parking". The definition "owner" is extended to cover cases where motor vehicles are let under a rental-service licence, and the definition of "parking" restricts the five-minute provision to metered areas.

Regulations 3 and 4 provide that a driver may overtake where "no-passing" lines are marked if he does not cross those lines.

Regulation 5 modifies the restrictions on overtaking at intersections.

Regulation 6 re-enacts the existing provisions as to approaching pedestrian crossings, and omits the requirement that a driver approaching a pedestrian crossing shall proceed at such a speed that he can stop short of the crossing.

Regulation 7 provides that the directions of a traffic officer shall be deemed to override traffic-light signals.

Regulation 8 re-enacts with some changes the provisions relating to parking. The principal changes relate to parking in breach of road markings.

Regulation 9 makes it an offence to impede traffic by driving at an unreasonably slow speed.

Regulation 10 prohibits the use of vehicles which emit excessive smoke or vapour.

Regulation 11 empowers the Minister to declare 40 mile an hour speed-limit areas.

Regulation 12 provides for a uniform 20 mile an hour speed limit at road works, unless the controlling authority has fixed a lower maximum speed limit.

Regulation 13 modifies the provisions as to the use of flashing red or amber lights on fire engines, ambulances, traffic officers' and police cars, breakdown vehicles, and tower vehicles.

Regulation 14 requires brake hoses to be of an approved standard.

Regulation 15 requires heavy trucks to be fitted with two windscreen wipers if their windscreen exceeds 4 ft in width.

Regulation 16 provides for the closing of doors of passenger vehicles before moving off and within 50 yards of stopping places.

Regulation 17 requires certain vehicles to be equipped with mudguards.

Regulation 18 requires certain vehicles to be equipped with flashing-light direction-indicators.

Regulation 19 amends the warrant of fitness requirements.

Regulation 20 provides that motorcars, station wagons, and light trucks may tow only one trailer.

Regulation 21 provides that a pedestrian shall not enter a pedestrian crossing suddenly when an approaching motor vehicle is so close that the driver cannot give way.

Regulation 22 redefines the term "safety zone" by excluding traffic islands and median strips not associated with pedestrian crossings.

Regulation 23 is consequential on regulation 22.

Regulation 24 amends the provisions relating to Class D signs (parking signs).

Regulation 25 amends the provisions relating to Class G signs (stopping signs).

Regulation 26 amends the provisions as to supplementary notices on Class D or Class G signs. It also enables the National Roads Board to require the erection of stop signs and give way signs at the junction of State highways and side roads.

Regulation 27 enables traffic officers to erect traffic signs.

Regulation 28 amends the provisions relating to the erection of traffic signs, and will enable the Commissioner to authorise the signs in alternative positions or manners.

Regulation 29 provides for—

- (a) Road markings to denote the prohibition of the stopping, standing, or parking of vehicles;
- (b) The marking of directional arrows on roads;
- (c) The erection of traffic lights;
- (d) The prohibition of the use of reflective material on advertising signs or hoardings in places where they are likely to reflect motor vehicle headlights.

Regulation 30 provides that a traffic sign or road marking shall not be invalidated by any non-compliance with the regulations provided it complies substantially with those requirements.

Regulation 31 prescribes the form of marking directional arrows on roads.

Regulation 32 prescribes further forms of stopping signs and parking signs.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 2 March 1967.

These Regulations are administered in the Transport Department.