



THE TRAFFIC REGULATIONS 1956, AMENDMENT NO. 5

COBHAM, Governor-General

ORDER IN COUNCIL

At the Government House at Wellington this 31st day of August 1960

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to the Transport Act 1949, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

REGULATIONS

1. (1) These regulations may be cited as the Traffic Regulations 1956, Amendment No. 5, 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 in these regulations, these regulations shall come into force on the twenty-eighth day after the date of their notification in the *Gazette*.

2. Regulation 11 of the principal regulations is hereby amended by revoking subclause (4), and substituting the following subclause:

“(4) A driver shall not increase the speed of his vehicle when approaching any uncontrolled intersection which any other vehicle is approaching or crossing.”

3. Regulation 12 of the principal regulations is hereby amended by revoking subclause (1), and substituting the following subclause:

“(1) Every driver when approaching any stop sign (being a sign of Class E) affecting any portion of an intersection shall, before entering the intersection, stop his vehicle in such a position as to be able to ascertain that the way is clear for him to proceed, and shall not proceed unless the way is clear:

“Provided that the driver, while using a siren or bell under the authority of these regulations, need not comply with the requirements of this subclause if he maintains through the intersection a speed not exceeding 10 miles an hour and takes due care to avoid collision with other traffic.”

*S.R. 1956/217

Amendment No. 1: S.R. 1957/252
 Amendment No. 2: S.R. 1958/115
 Amendment No. 3: S.R. 1959/44
 Amendment No. 4: S.R. 1960/27

4. (1) Regulation 19 of the principal regulations is hereby amended by revoking paragraph (g) of subclause (2), as substituted by regulation 6 (2) of the Traffic Regulations 1956, Amendment No. 2, and substituting the following paragraph:

“(g) Within 3 ft of any fire 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:”.

(2) Regulation 6 of the Traffic Regulations 1956, Amendment No. 2, is hereby consequentially amended by revoking subclause (2).

5. (1) Regulation 19 of the principal regulations is hereby further amended by inserting, after subclause (2), the following subclause:

“(2A) No person, being the driver or in charge of a goods-service vehicle which exceeds 20 ft in length and is fitted with a flat deck or tray for the carriage of goods (whether or not it is equipped with side boards and tailboards), shall stop, stand, or park that vehicle on a roadway during the hours of darkness, whether attended or unattended, at an angle to the direction of the roadway:

“Provided that nothing in this subclause shall apply with respect to any part of a roadway where the controlling authority maintains a notice, traffic sign, marking, or sign indicating that the parking of such vehicles at an angle to the roadway during the hours of darkness is permitted.”

(2) Regulation 19 of the principal regulations is hereby further amended by inserting in subclause (4), after the words “subclause (2)”, the words “subclause (2A)”.

6. (1) Regulation 29 of the principal regulations is hereby amended by adding the following subclause:

“(4) No person shall drive a power cycle on any road at a speed exceeding 30 miles an hour, unless the driver is wearing a safety helmet of an approved type.”

(2) This regulation shall come into force on the 1st day of December 1960.

7. (1) Regulation 37 of the principal regulations is hereby amended by revoking subclause (3), and substituting the following subclause:

“(3) Notwithstanding anything in this regulation or in subclause (2) of regulation 34 hereof, every goods-service vehicle (being a heavy motor vehicle, or being a vehicle fitted with a flat deck or tray for the carriage of goods and whether or not it is equipped with side boards and tailboards) shall, at all times while on a roadway and whether stationary or not, display during the hours of darkness a red light visible at a distance of 300 ft to the rear in normal atmospheric conditions. This

red light shall be fitted within 6 in. of the extreme rear end of the vehicle and within 12 in. of the extremity of the right side of the vehicle:

“Provided that where the load of a vehicle extends a greater distance than 4 ft behind the vehicle the light shall be displayed at the extreme rear end of the load and as far as practicable to the right side of the load.”

(2) This regulation shall come into force on the 1st day of December 1960.

8. Regulation 39 of the principal regulations is hereby amended by revoking subclauses (2) and (3), and substituting the following subclauses:

“(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 or amber light near the centre of the front of and shining directly ahead of the vehicle; or

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

9. Regulation 43 of the principal regulations is hereby amended by inserting in subclause (3), after the words “public body”, the words “or a fire brigade or industrial fire brigade within the meaning of the Fire Services Act 1949”.

10. (1) The principal regulations, as amended by regulation 12 of the Traffic Regulations 1956, Amendment No. 2, are hereby further amended by inserting, after regulation 44, the following heading and regulation:

“Speedometer

“45. No person shall operate a motor vehicle (other than a trailer or a power cycle) first registered after the 1st day of December 1951 and capable of a speed in excess of 30 miles an hour, unless it is fitted with an efficient speedometer in working order:

“Provided that a Court before which any person is charged with an offence against this regulation shall dismiss the charge if it is satisfied that the failure to comply with this regulation was caused only by—

“(a) The speedometer or any part of its associated equipment having been removed for repair purposes and that there has been no undue delay by the defendant in having it replaced; or

“(b) The speedometer or any part of its associated equipment being out of repair and that its repair is impracticable and a suitable replacement is not obtainable.”

(2) This regulation shall come into force on the expiration of twelve months from the date of the notification of these regulations in the *Gazette*.

11. Regulation 120 of the principal regulations, as amended by regulation 22 of the Traffic Regulations 1956, Amendment No. 2, is hereby further amended by adding to subclause (1) the following words:

“Class M: Signs denoting the existence of road hazards caused by vehicles disabled by accident or breakdown:

“Class N: Signs indicating speed which, owing to a bend, turning, or intersection in the road, a driver should not exceed.”

12. (1) Regulation 121 of the principal regulations is hereby amended by revoking subclause (1), and substituting the following subclause:

“(1) Signs of Class A shall be in the form of diagram No. 1 in the Fourth Schedule hereto – that is to say, in the form of a St. Andrew’s Cross of the dimensions shown in that Schedule bearing in black letters the words ‘Railway Crossing’ on a white or silver ground of reflecting or luminous material.”

(2) Regulation 121 of the principal regulations is hereby further amended by adding to subclause (3) the following further proviso:

“Provided further that, where the words or symbols on signs of Class C are delineated or marked out with reflecting or luminous material, the words or symbols shall be coloured white or silver on a black ground with a yellow reflectorised border 1 in. in width.”

(3) Regulation 121 of the principal regulations is hereby further amended by adding to subclause (13) the following proviso:

“Provided that, where the letters on signs of Class F are delineated or marked out in reflecting or luminous material, the letters shall be coloured white or silver on a black ground with a red reflectorised border $1\frac{1}{4}$ in. in width.”

(4) Regulation 121 of the principal regulations is hereby further amended by adding to subclause (15) the following proviso:

“Provided that, where the letters on signs of Class H are delineated or marked out in reflecting or luminous material, the letters shall be coloured white or silver on a black ground with a red reflectorised border $\frac{3}{4}$ in. in width.”

(5) Regulation 121 of the principal regulations is hereby further amended by inserting, after subclause (18A), as inserted by regulation 23 of the Traffic Regulations 1956, Amendment No. 2, the following subclauses:

“(18B) Signs of Class M shall be in the form of diagram No. 18 in the Fourth Schedule hereto – that is to say, in the form of a rectangle 35 in. in length and 11 in. in height, coloured black, bearing the word ‘Accident’ or the word ‘Breakdown’ in white or silver reflecting or luminous material in letters 6 in. in height, and with a red reflectorised border 1 in. in width.

“(18C) Signs of Class N shall be in the form of diagram No. 19 in the Fourth Schedule hereto – that is to say, in the form of an equilateral triangle the sides of which are 24 in. in length, coloured black with

a yellow reflectorised border 1 in. in width, and bearing numbers and symbols in white or silver reflecting or luminous material of the dimensions shown in that diagram."

(6) The Fourth Schedule to the principal regulations, as amended by regulation 25 of the Traffic Regulations 1956, Amendment No. 2, is hereby further amended by adding the diagrams Nos. 18 and 19 set out in the Schedule to these regulations.

(7) Any sign of Class A, Class C, Class F, or Class H lawfully erected and maintained at the commencement of these regulations may, until it is replaced, continue to be used at any time after the commencement of these regulations, and shall be deemed to be a sign of Class A, Class C, Class F, or Class H, as the case may be, for the purposes of these regulations.

13. Regulation 125 of the principal regulations is hereby amended by inserting, after subclause (13), the following subclause:

"(13A) A sign of Class N shall be erected only in conjunction with a sign of Class C, and shall be placed directly under that sign."

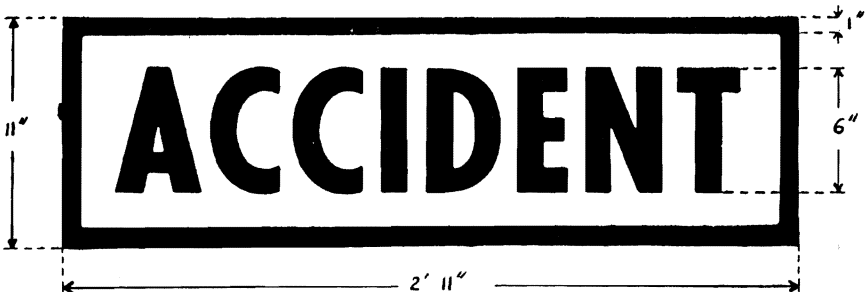
14. Regulation 126 of the principal regulations is hereby amended by adding the following subclause:

"(3) In the case of temporary road hazards, such as disabled vehicles on the road, traffic accidents, slips, washouts, or broken telegraph or electricity-transmission lines, traffic signs in conformity with these regulations may be erected by police officers, traffic officers, roadmen, breakdown-vehicle drivers, employees of the Post Office, employees of the New Zealand Electricity Department, or employees of Electric Power Boards."

SCHEDULE

"CLASS M

"Diagram No. 18

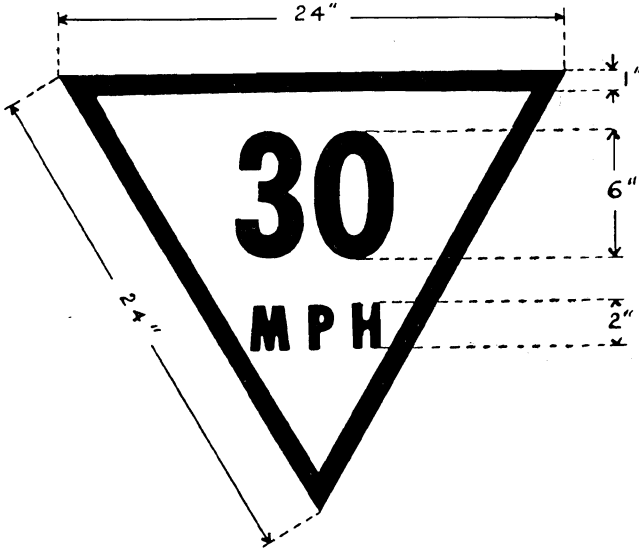


White or silver reflectorised letters on a black ground. Red reflectorised border.

SCHEDULE—continued

“CLASS N

“Diagram No. 19



White or silver reflectorised letters and numbers on a black ground. Yellow reflectorised border.

NOTE—The numerals are for illustration only and may be replaced by other appropriate numerals.”

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 provides that drivers of vehicles shall not increase speed at intersections which any other vehicle is approaching or crossing, whether or not they have the right of way.

Regulation 3 makes it clear that when a driver is approaching a stop sign he shall stop his vehicle in such a position that he is able to ascertain that the way is clear.

Regulation 4 provides that a driver may park within 3 ft of a fire hydrant so long as he remains in his vehicle or leaves a person in charge of it who is capable of moving it if required.

Regulation 5 provides that flat-deck trucks exceeding 20 ft in length shall not be angle parked on a roadway during the hours of darkness, unless angle parking during those hours is indicated by an appropriate marking or sign.

Regulation 6 provides that power cycles shall not exceed 30 miles an hour, unless the driver is wearing a safety helmet. This provision is to come into force on 1 December 1960.

Regulation 7 requires all flat-deck trucks to display a red rear light during the hours of darkness when stationary. This provision is to come into force on 1 December 1960.

Regulation 8 allows police and traffic officers' cars and ambulances to be fitted with a flashing red light visible in all directions.

Regulation 9 makes it clear that vehicles operated by fire brigades may be fitted with sirens.

Regulation 10 requires all vehicles first registered after 1 December 1951 to be fitted with speedometers. This provision is to come into force 12 months after the notification of the regulations in the *Gazette*.

Regulation 11 provides for standard traffic signs to indicate danger caused by disabled vehicles and to denote advisory speeds at bends or turnings.

Regulation 12 provides for the reflectorisation of certain traffic signs, and prescribes the form of the signs referred to in the regulation.

Regulation 13 provides that advisory speed signs may be erected only in conjunction with signs indicating bends or turnings in roads.

Regulation 14 provides for the erection of signs to indicate temporary road hazards, such as disabled vehicles, accidents, slips, etc.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 1 September 1960.

These regulations are administered in the Transport Department.