

1962/86

THE TRAFFIC REGULATIONS 1956, AMENDMENT NO. 7

COBHAM, Governor-General

ORDER IN COUNCIL

At the Government House at Wellington this 6th day of June 1962

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. 7, and shall be read together with and deemed part of the Traffic Regulations 1956* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the twenty-eighth day after the date of their notification in the *Gazette*.

2. Regulation 8 of the principal regulations is hereby amended by revoking subclause (1), and substituting the following subclause:

“(1) No driver at or approaching any bend, intersection, or upward or downward slope where the controlling authority has marked longitudinal middle lines along the middle or near middle of the roadway in the manner specified in the First Schedule hereto shall, until he reaches the further end of the continuous line which is nearest to his left of the roadway, pass or attempt to pass any vehicle (other than a bicycle) proceeding in the same direction within the area of roadway on which that continuous middle line is marked as aforesaid.”

3. Regulation 9 of the principal regulations is hereby amended by inserting, after subclause (1) the following subclause:

“(1A) The provisions of paragraph (b) of subclause (1) of this regulation shall not apply—

*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
 Amendment No. 5: S.R. 1960/135
 Amendment No. 6: S.R. 1962/1

- “(a) On any road on which traffic is permitted to travel in one direction only, provided the roadway is marked out in two or more lanes; or
- “(b) On any road on which traffic is permitted to travel in both directions, provided—
- “(i) The portion of roadway available for vehicles travelling in one direction is marked out in two or more lanes; and
- “(ii) The portion of roadway on which traffic in one direction is travelling is divided from the portion of roadway on which traffic in the other direction is travelling by a physical barrier, or any intervening space or other clearly visible dividing section (being a space or dividing section that impedes vehicular traffic).”

4. Regulation 10 of the principal regulations is hereby amended by omitting from subparagraph (ii) of paragraph (d) of subclause (1) the words “The intersection”, and substituting the words “The approach to the intersection”.

5. (1) The principal regulations are hereby further amended by inserting, after regulation 10, the following regulation:

“Turning into Vehicle Entrances

“10A. (1) Notwithstanding the provisions of regulations 6 and 7 hereof, but subject to the provisions of subclause (2) of this regulation, a driver approaching any place used as a vehicle entrance shall proceed as follows:

- “(a) *Left Turn Approaching*—The approach for the left turn shall be made as close as is practicable to the left edge of the roadway:
- “(b) *Right Turn Approaching*—The approach for the right turn shall be made on the left of but as close as practicable to the middle line or, where no middle line is marked on the roadway, the middle of the roadway out of which the driver is turning, and the right turn shall be made as soon as practicable with due consideration to the safety and convenience of other road users:
- “(c) *Passing of Other Vehicles*—The driver may overtake and pass another vehicle on the left of the overtaken vehicle when approaching or passing any vehicle entrance if the movement can be made with safety, provided the overtaken vehicle is stationary or its driver has given or is giving the prescribed signal of his intention to turn to the right.

“(2) The provisions of this regulation shall apply only at vehicle entrances on roads—

- “(a) Within a 30 mile speed-limit area; or
- “(b) Outside a 30 mile speed-limit area, provided lanes are marked on the roadway.”

(2) Regulation 2 of the principal regulations is hereby amended by inserting, after the reference to regulation 10, the following words:

“10A. Turning into Vehicle Entrances.”

(3) Regulation 6 of the principal regulations is hereby amended by omitting from subclause (1) and also from subclause (2) the words “regulation 10”, and substituting in each case the words “regulations 10 and 10A.”

(4) Regulation 7 of the principal regulations is hereby amended by omitting the words "regulation 10", and substituting the words "regulations 10 and 10A".

6. Regulation 11 of the principal regulations is hereby amended by inserting, after subclause (1), the following subclause:

"(1A) The driver of any vehicle (other than a tram) approaching or crossing an uncontrolled intersection and turning or about to turn to his right shall yield the right of way to any other vehicle approaching or crossing the intersection from the opposite direction, unless that other vehicle is turning or about to turn to its right or is under the control of a stop sign or give-way sign (being signs respectively of Class E or Class L):

"Provided that nothing in this subclause shall apply where each vehicle is under the control either of a stop sign or a give-way sign."

7. The principal regulations are hereby further amended by revoking regulation 14, and substituting the following regulation:

"Pedestrian Crossings"

"14. (1) Every driver when approaching a pedestrian crossing shall travel at such a speed that, if necessary to comply with subclause (2) of this regulation, he will be able to stop his vehicle before reaching the pedestrian crossing.

"(2) Every driver when approaching a pedestrian crossing shall yield the right of way to any pedestrian who is crossing the roadway upon the half of the crossing over which his vehicle is about to travel.

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

"(4) 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."

8. (1) Regulation 19 of the principal regulations is hereby amended by omitting from paragraph (g) of subclause (2) (as substituted by regulation 4 (1) of the Traffic Regulations 1956, Amendment No. 5) the words "3 ft", and substituting the words "2 ft".

(2) Regulation 19 of the principal regulations is hereby further amended by inserting in subclause (2), after paragraph (g), the following paragraph:

"(gg) 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:".

9. Regulation 22 of the principal regulations is hereby amended by inserting, after the word "condition", the words "or in such manner".

10. Regulation 24 of the principal regulations is hereby amended by revoking subclause (2), and substituting the following subclause:

"(2) It shall be a defence to any person who is in charge of any goods-service vehicle and who is charged with a breach of paragraph (h) or paragraph (i) of subclause (2) of regulation 19 hereof if he proves that the act in respect of which he is charged was done—

"(a) In accordance with the directions of a notice, traffic sign, or marking or sign on the roadway; or

"(b) During the loading or unloading of the vehicle in the course of trade with due consideration to the safety and convenience of other road users, and either—

"(i) That alternative access for the purpose of loading or unloading the vehicle was not reasonably available; or

"(ii) That where such access was reasonably available the circumstances existing at the time were such that it was unreasonable to require such access to be used."

11. Regulation 37 of the principal regulations is hereby amended by omitting from subclause (3) (as substituted by regulation 7 of the Traffic Regulations 1956, Amendment No. 5), the words "6 in.", and substituting the words "12 in."

12. (1) The principal regulations are hereby further amended by revoking regulation 39 (as amended by regulation 8 of the Traffic Regulations 1956, Amendment No. 5), 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 two simultaneously flashing red lights at the front of and shining directly ahead of the vehicle 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 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.

"(4) A breakdown vehicle may be fitted with one flashing or revolving red 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 red 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."

(2) Regulation 8 of the Traffic Regulations 1956, Amendment No. 5, is hereby consequentially revoked.

13. (1) The principal regulations are hereby further amended by inserting, after regulation 44, the following regulation:

“Tyres

“44A. No person shall on any road use on any motor vehicle a pneumatic tyre that has worn or damaged cords apparent by external examination.”

(2) Regulation 2 of the principal regulations is hereby further amended by inserting, after the reference to regulation 44, the following words:

“44A. Tyres.”

14. (1) The principal regulations are hereby further amended by revoking regulation 49, and substituting the following regulation:

“Approval of Appliances, etc., by Commissioner

“49. (1) The Commissioner may, by notice published in the *Gazette*, approve of any appliance, apparatus, or device, or any type of appliance, apparatus, or device, for use under these regulations.

“(2) The use of an appliance, apparatus, or device so approved or of a type so approved shall, while it is properly maintained in efficient working order and the conditions (if any) of the approval are complied with, be deemed to be a sufficient compliance with these regulations.

“(3) Any approval given by the Commissioner under this regulation may be at any time withdrawn by the Commissioner by notice published in the *Gazette*.”

(2) Regulation 3 of the principal regulations is hereby amended by omitting from the definition of the term “approved” the words “the Minister”, and substituting the words “the Commissioner”.

(3) Any approval given by the Minister under regulation 49 of the principal regulations before the date of the commencement of this regulation may, by notice signed by the Commissioner and published in the *Gazette*, be at any time withdrawn.

15. (1) The principal regulations are hereby further amended by inserting after regulation 51, the following regulation:

“Mudguards

“51A. (1) Every heavy motor vehicle (being a goods-service vehicle) fitted with dual wheels on the rear axle shall be equipped with a mudguard or mudguards for all the wheels on the rear axle, and each mudguard—

“(a) Shall be so constructed that it will, as far as practicable, catch or deflect downward any stones, mud, water, or other substances thrown upwards by the rotation of the wheels; and

“(b) Shall be so affixed that at all times while the vehicle is standing on a horizontal surface the height above the surface on which the vehicle stands of the lowest edge of the mudguard or any flexible flap attached thereto is not more than one-quarter of the horizontal distance between the lowest edge of the mudguard or flexible flap and a vertical plane passing through the centre of the wheels on the rear axle.

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

“(a) Any vehicle registered before the 1st day of October 1962:

“(b) Any vehicle in an unfinished condition used under the authority of dealers' plates issued pursuant to section 28 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.”

(2) Regulation 2 of the principal regulations is hereby further amended by inserting, after the reference to regulation 51, the following words:

“51A. Mudguards.”

16. Regulation 52 of the principal regulations is hereby amended by revoking subparagraph (i) of paragraph (b) of subclause (2) (as inserted by regulation 13 of the Traffic Regulations 1956, Amendment No. 2) and substituting the following subparagraph:

“(i) The case of a motor cycle, in such position that it is readily visible.”

17. (1) The principal regulations are hereby further amended by inserting, after regulation 55, the following regulation:

“Exemptions from Restrictions as to Loading and Dimensions

“55A. (1) The provisions of paragraph (a) of subclause (1) of regulation 55 hereof shall not apply to any agricultural trailer or agricultural machine, where—

“(a) The vehicle does not exceed 12 ft in width; and

“(b) The vehicle is not operated during the hours of darkness; and

“(c) The vehicle is not driven at a speed exceeding 15 miles an hour; and

“(d) The extreme right-hand front edge of the vehicle is indicated by a white rectangular cloth at least 18 in. long and 9 in. wide.

“(2) The provisions of paragraph (d) of subclause (1) of regulation 55 hereof shall not apply to the load on any goods-service vehicle, where—

“(a) The vehicle is not operated during the hours of darkness; and

“(b) The portion of the load extending behind the body of the vehicle is not greater than three-quarters of the portion of the load contained within the vehicle; and

“(c) The vehicle is so loaded that as much of the load as is practicable is contained within the vehicle; and

“(d) The rear of the load is indicated by means of a white rectangular cloth at least 18 in. long and 9 in. wide.”

(2) Regulation 2 of the principal regulations is hereby further amended by inserting, after the reference to regulation 55, the following words:

“55A. Exemptions from Restrictions as to Loading and Dimensions.”

18. (1) The principal regulations are hereby further amended by revoking regulation 70 (as amended by regulation 17 of the Traffic Regulations 1956, Amendment No. 2), and substituting the following regulation:

“Loading and Towing Restrictions

“70. (1) No person shall drive a power cycle on any road while it is carrying any person other than the driver,

“(2) The provisions of subclause (1) of this regulation shall not apply to the carriage of a pillion passenger on a power cycle that is designed by the manufacturer for the carriage of a pillion passenger and is fitted with a pillion seat and footrests for that purpose.

“(3) No person shall drive a power cycle on any road while it is towing any other vehicle.

“(4) No driver of a power cycle on any road shall permit the power cycle to be towed by any other vehicle except in the case of mechanical failure of the power cycle.”

(2) Regulation 17 of the Traffic Regulations 1956, Amendment No. 2, is hereby consequentially revoked.

19. (1) The principal regulations are hereby further amended by revoking regulation 94, and substituting the following regulation:

“Types of Pedestrian Crossings

“94. (1) Every crossing shall be in the form of diagram No. 1 or diagram No. 2 in the Third Schedule hereto.

“(2) Notwithstanding anything in subclause (1) of this regulation or in regulation 95 (1) hereof, a crossing in the form of diagram No. 1 or diagram No. 2 may, in the manner described in diagram No. 4 in the Third Schedule hereto, be interrupted by or terminated by a safety zone maintained under this Part of these regulations.

“(3) A crossing in the form of diagram No. 1 shall be used only at or within an intersection and a crossing in the form of diagram No. 2 shall not be used at or within an intersection.”

(2) The Third Schedule to the principal regulations is hereby amended by revoking diagram No. 3.

(3) Any pedestrian crossing in the form of diagram No. 3 that is in use at the date of the commencement of this regulation may continue to be used, and shall continue in full force and effect, for a period of six months after the date of the commencement of this regulation and no longer.

20. (1) Regulation 95 of the principal regulations is hereby amended by revoking subclause (1), and substituting the following subclause:

“(1) Every pedestrian crossing shall be marked with lines of the arrangement described in diagram No. 1 or diagram No. 2 in the Third Schedule hereto.”

(2) Regulation 95 of the principal regulations is hereby further amended by omitting from paragraph (b) of subclause (4) the words “of the No. 1 or No. 2 or No. 3 type”, and substituting the words “in the form of diagram No. 1 or diagram No. 2”.

21. Regulation 96 of the principal regulations is hereby amended by omitting from subclause (2) the words “diagrams No. 1 and No. 3”, and substituting the words “diagram No. 1”.

22. (1) The principal regulations are hereby further amended by revoking regulation 99, and substituting the following regulation:

“Indicators

“99. (1) The controlling authority shall cause the presence and position of every pedestrian crossing to be indicated by erecting and maintaining at each end of the crossing and within 6 ft from some part thereof a post

or pole not less than 3 in. in diameter or cross-section and not less than 7 ft in height clearly painted with alternate parallel bands of black and of white, each having a width of approximately 12 in.:

“Provided that the Commissioner in any case may waive in writing the necessity for erecting such posts or poles either unconditionally or subject to the substitution of such other form of indication as he considers appropriate.

“(2) In the case of a crossing approved by the Minister under regulation 97 hereof, the controlling authority shall, in addition to the post or pole aforesaid, or the alternative form of indication approved by the Commissioner under subclause (1) of this regulation, erect and maintain such signs of Class B (as described in the Fourth Schedule hereto) at such places and containing such wording as may be directed by the Commissioner.

“(3) Subject to the prior written approval of the Commissioner, the controlling authority may also mark or provide additional indications of the presence and position of a crossing.”

(2) Any waiver or approval given by the Minister under regulation 99 of the principal regulations before the date of the commencement of this regulation may, by notice signed by the Commissioner and delivered to the controlling authority, be at any time withdrawn.

23. (1) Regulation 111 of the principal regulations is hereby amended by omitting from subclause (1) the word “Minister”, and substituting the word “Commissioner”.

(2) Any permission given by the Minister under regulation 111 of the principal regulations before the date of the commencement of these regulations may, by notice signed by the Commissioner and delivered to the controlling authority, be at any time withdrawn.

24. (1) Regulation 120 of the principal regulations (as amended by regulation 22 of the Traffic Regulations 1956, Amendment No. 2, and regulation 11 of the Traffic Regulations 1956, Amendment No. 5) is hereby further amended by adding to subclause (1) the following words:

“Class O: Signs conveying information relating to pedestrian traffic”.

(2) Regulation 121 of the principal regulations (as amended by regulation 23 of the Traffic Regulations 1956, Amendment No. 2, and by subclause (5) of regulation 12 of the Traffic Regulations 1956, Amendment No. 5) is hereby further amended by inserting, after subclause (18c), the following subclause:

“(18d) Signs of Class O shall be in the form of diagram No. 20 in the Fourth Schedule hereto – that is to say, in the form of a rectangle 18 in. in height and 12 in. in width, coloured green with a white border $\frac{3}{8}$ in. in width and containing a white panel 4 in. in height and $10\frac{1}{4}$ in. in width bearing the word ‘PEDESTRIANS’ in green letters, and bearing in white letters such words as may be necessary to convey in general terms information relating to pedestrian traffic.”

(3) The Fourth Schedule to the principal regulations (as amended by regulation 25 of the Traffic Regulations 1956, Amendment No. 2, and by subclause (6) of regulation 12 of the Traffic Regulations 1956, Amendment No. 5) is hereby further amended by adding diagram No. 20 set out in the First Schedule to these regulations.

25. (1) Regulation 120 of the principal regulations is hereby further amended by omitting from subclause (2) the word "Minister", and substituting the word "Commissioner".

(2) Any notice given by the Minister under subclause (2) of regulation 120 of the principal regulations before the date of the commencement of this regulation may, by notice signed by the Commissioner and published in the *Gazette*, be at any time revoked.

26. (1) Regulation 121 of the principal regulations is hereby further amended by revoking the proviso to subclause (13) (which proviso was added by subclause (3) of regulation 12 of the Traffic Regulations 1956, Amendment No. 5), and substituting 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 yellow reflectorised border $1\frac{1}{4}$ in. in width."

(2) Regulation 121 of the principal regulations is hereby further amended by inserting, after subclause (13), the following subclause:

"(13A) Where signs of Class F are erected for use during the hours of darkness, the letters on the signs shall be delineated or marked out in reflecting or luminous material in the manner prescribed in the proviso to subclause (13) of this regulation."

(3) Regulation 12 of the Traffic Regulations 1956, Amendment No. 5, is hereby consequentially amended by revoking subclause (3).

27. (1) Regulation 122 of the principal regulations is hereby amended by omitting the word "Minister" wherever it occurs, and substituting in each case the word "Commissioner".

(2) Any notice given by the Minister under regulation 122 of the principal regulations before the date of the commencement of this regulation may, by notice signed by the Commissioner and published in the *Gazette*, be at any time revoked.

28. Regulation 126 of the principal regulations is hereby amended by inserting in subclause (3) (as added by regulation 14 of the Traffic Regulations 1956, Amendment No. 5), after the words "traffic officers", the words "ambulance drivers".

29. Regulation 130 of the principal regulations is hereby amended by omitting from subclause (8) the words "this Part of".

30. (1) The principal regulations are hereby further amended by revoking the First Schedule and substituting the First Schedule set out in the Second Schedule to these regulations.

(2) Any road marking in the form prescribed by the First Schedule to the principal regulations hereby revoked which is in use at the date of the commencement of this regulation may continue to be used until such time as it is replaced, and shall continue in full force and effect as if this regulation had not been made.

SCHEDULES

FIRST SCHEDULE

Reg. 24 (3)

“CLASS 0

“Diagram No. 20



Green letters on white panel and white letters on a green ground.”

SECOND SCHEDULE

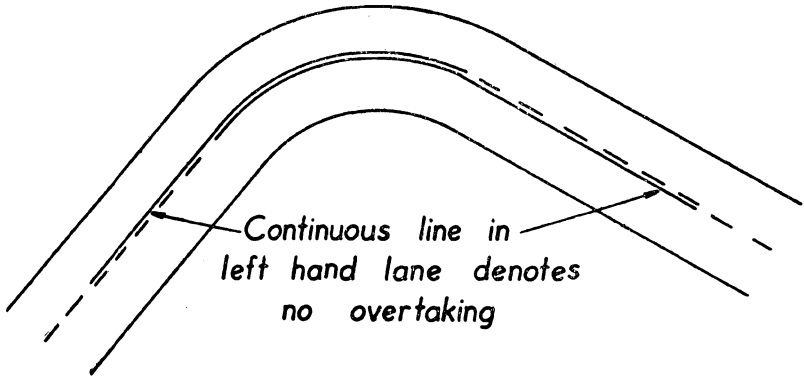
Reg. 30 (1)

NEW FIRST SCHEDULE TO PRINCIPAL REGULATIONS

"FIRST SCHEDULE

Reg. 8 (1)

"METHOD OF MARKING LONGITUDINAL MIDDLE LINES OF ROADWAY AT BENDS, INTERSECTIONS, OR SLOPES TO INDICATE THAT OVERTAKING IS PROHIBITED



"This diagram specifies the method of marking at bends. It will require to be appropriately modified in the case of intersections and slopes."

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 re-enacts in an amended form regulation 8 (1) of the principal regulations prohibiting overtaking where middle lines are marked at bends, intersections, and rises, and makes it clear that the provision applies on downward slopes as well as on rises.

Regulation 3 provides that drivers may overtake without 300 ft of visible road ahead on one-way roads where traffic lanes are marked and on other roads where traffic travelling in opposite directions is separated by some physical barrier.

Regulation 4 amends regulation 10 (1) (d) (ii) of the principal regulations, which permits a driver to pass on the left of another vehicle at an intersection where the intersection is marked out in two or more lanes, so that the provision will apply where the approaches to the intersection are so marked out.

Regulation 5 prescribes the route of driving when turning into vehicle entrances on roads within a 30 mile speed-limit area, and on roads outside a 30 mile speed-limit area where lanes are marked on the roadway.

Regulation 6 provides that the driver of a vehicle turning to the right at an uncontrolled intersection shall give way to vehicles approaching from ahead and not turning to the right.

Regulation 7 re-enacts in an amended form regulation 14 of the principal regulations relating to the duties of a driver when approaching a pedestrian crossing.

Regulation 8 (1) permits the parking of vehicles up to 2 ft of a fire hydrant instead of 3 ft. Subclause (2) prohibits the parking of vehicles adjacent to fire hydrants situated on footpaths.

Regulation 9 makes it an offence to operate a vehicle in such a manner as to cause annoyance by reason of noise.

Regulation 10 prohibits double parking by trade vehicles where alternative access to premises is available.

Regulation 11 provides that the red rear light of parked trucks must be fitted within 12 in. of the rear of the truck instead of 6 in. as at present.

Regulation 12 allows fire-service vehicles to use flashing red lights when responding to emergencies caused otherwise than by fire, and also permits breakdown trucks and tower wagons to be equipped with flashing red warning lights.

Regulation 13 provides that vehicles with apparent defects in tyres shall not be used on a road.

Regulation 14 provides that the power to approve motor vehicle equipment may be exercised by the Commissioner of Transport instead of by the Minister.

Regulation 15 makes provision for the fitting of mudguards to heavy trucks.

Regulation 16 provides that warrants of fitness for motor cycles may be fitted in any position provided that they are clearly visible.

Regulation 17 provides certain exemptions as to loading and dimensions of motor vehicles.

Regulation 18 permits the carriage of pillion passengers on power cycles designed for the carriage of pillion passengers.

Regulation 19 restricts pedestrian crossings to two types, and abolishes the present type No. 3.

Regulations 20 and 21 are consequential on the provisions of regulation 19.

Regulation 22 re-enacts in an amended form regulation 99 of the principal regulations as to the erection of marker posts at pedestrian crossings, and now provides that the power to waive the requirement may be exercised by the Commissioner of Transport instead of by the Minister.

Regulation 23 provides that the power to permit the construction of non-conforming safety zones may be exercised by the Commissioner of Transport instead of by the Minister.

Regulation 24 provides for a new class of traffic sign conveying information relating to pedestrian traffic.

Regulation 25 provides that the power to approve of double-purpose traffic signs may be exercised by the Commissioner of Transport instead of by the Minister.

Regulation 26 provides that where "Road Works" signs are used at night they shall be reflectorised.

Regulation 27 provides that the power to approve reflective material on traffic signs may be exercised by the Commissioner instead of by the Minister.

Regulation 28 permits ambulance drivers to place "Accident" signs on the road.

Regulation 29 removes an anomaly as to the proof of road markings.

Regulation 30 provides for a new method of marking "no overtaking" lines.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 7 June 1962.

These regulations are administered in the Transport Department.