



THE TRAFFIC REGULATIONS 1976, AMENDMENT NO. 13

DAVID BEATTIE, Governor-General

ORDER IN COUNCIL

At the Government House at Wellington this 24th day of June 1985

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL

PURSUANT to sections 77 (1)(p) and 199 of 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 1976, Amendment No. 13, and shall be read together with and deemed part of the Traffic Regulations 1976* (hereinafter referred to as the principal regulations).

(2) These regulations shall come into force on the 1st day of July 1985.

*S.R. 1976/227

Amendment No. 1: S.R. 1978/72
Amendment No. 2: S.R. 1978/301
Amendment No. 3: *Revoked*
Amendment No. 4: S.R. 1980/31
Amendment No. 5: S.R. 1980/115
Amendment No. 6: S.R. 1981/158
Amendment No. 7: S.R. 1981/311
Amendment No. 8: S.R. 1982/93
Amendment No. 9: S.R. 1983/282
Amendment No. 10: S.R. 1984/31
Amendment No. 11: S.R. 1984/169
Amendment No. 12: S.R. 1985/70

2. Speed limits—(1) Regulation 21 (1) of the principal regulations is hereby amended by omitting the expression “80”, and substituting the expression “100”.

(2) Regulation 21 of the principal regulations is hereby amended by revoking subclause (5), and substituting the following subclauses:

“(5) Except in the case of combinations of vehicles to which subclause (5A) of this regulation applies, no person shall drive on any road at a speed exceeding 80 kilometres an hour any motor vehicle that is being used to tow a trailer or trailers or to tow a vehicle (other than a motorcycle) normally propelled by mechanical power.

“(5A) No person shall drive on any road at a speed exceeding 90 kilometres an hour any vehicle that is towing a semi-trailer or semi-trailers in such a manner that the combination constitutes an articulated vehicle and the kingpin of each semi-trailer is located in a turntable in such a position that the kingpin is above or in front of the rearmost non-steering axle of the vehicle in front of it.

(3) Regulation 21 (7) of the principal regulations is hereby amended by omitting the expression “70”, and substituting the expression “80”.

(4) Regulation 21 of the principal regulations is hereby further amended by revoking subclause (8), and substituting the following subclause:

“(8) Notwithstanding subclauses (5) and (5A) of this regulation, no person shall drive on any road at a speed exceeding 40 kilometres an hour any cycle, moped, or motorcycle that is being used to tow a trailer that, together with its load, exceeds 50 percent of the unladen weight of the cycle, moped, or motorcycle.”

(5) Regulation 21 (10) of the principal regulations is hereby amended by revoking paragraph (a).

(6) Regulation 21 of the principal regulations is hereby further amended by adding the following subclauses:

“(12) Where the maximum speed limit fixed so as to apply to any motor vehicle by a controlling authority for any locality, road, or part of a road is greater than the appropriate speed limit fixed by this regulation, the maximum speed limit for that motor vehicle for that locality, road, or part of a road shall be that fixed by this regulation.

“(13) Where more than one speed limit applies in respect of any vehicle by virtue of these regulations, the lowest speed limit shall be the maximum speed limit in respect of that vehicle.

“(14) Where a speed limit lower than the speed limit specified in this regulation in respect of any vehicle either generally or in respect of any place is fixed by or under section 52 of the Act or any other provision of the Act or regulation 9 of the Heavy Motor Vehicles Regulations 1974* or any other regulation or any bylaw, that lower limit shall be the speed limit for that vehicle either generally or in respect of the place, as the case may require, and to that extent the speed limits prescribed by this regulation shall be of no effect.”

3. Consequential amendment—The Traffic Regulations 1976, Amendment No. 10 are hereby amended by omitting so much of regulation 2 (3) as relates to regulation 21 (8) of the principal regulations.

P. G. MILLEN,
Clerk of the Executive Council.

EXPLANATORY NOTE

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

These regulations, which come into force on 1 July 1985, increase speed limits. So far as speed limits in relation to heavy motor vehicles are concerned, they should be read in conjunction with regulation 9 of the Heavy Motor Vehicle Regulations 1974 (S.R. 1974/218), as amended by the Heavy Motor Vehicle Regulations 1974, Amendment No. 3 (S.R. 1985/145).

The general open road speed limit is increased from 80 kilometres an hour to 100 kilometres an hour. The open road speed limit for articulated vehicles involving semi-trailers attached by turntables and kingpins situated above or in front of the rearmost non-steering axle of the vehicle in front (i.e. most articulated heavy vehicle combinations) is increased from 70 kilometres an hour to 90 kilometres an hour.

The open road speed limit for most other vehicles towing trailers is increased from 70 kilometres an hour to 80 kilometres an hour. The open road speed limit for school buses with a gross weight in excess of 2 000 kilograms is increased from 70 kilometres an hour to 80 kilometres an hour.

The speed limit for motorcycles, mopeds, and cycles towing trailers is increased from 40 kilometres an hour to 80 kilometres an hour where the laden weight of the trailer does not exceed half the unladen weight of the towing vehicle. There is no change to the general speed limit of 50 kilometres an hour for built-up areas. That speed limit is set out in section 52 of the Transport Act 1962.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 27 June 1985.

These regulations are administered in the Ministry of Transport.