

Queensland



Transport Operations (Road Use Management) Act 1995

TRANSPORT OPERATIONS (ROAD USE MANAGEMENT—ROAD RULES) REGULATION 1999

**Reprinted as in force on 1 September 2003
(includes commenced amendments up to 2003 SL No. 180)**

Reprint No. 2

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- use standard punctuation consistent with current drafting practice (s 27)
- reorder definitions consistent with current drafting practice (s 30)
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Also see endnotes for information about—

- **when provisions commenced**
- **editorial changes made in earlier reprints.**

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TRANSPORT OPERATIONS (ROAD USE MANAGEMENT—ROAD RULES) REGULATION 1999

[as amended by all amendments that commenced on or before 1 September 2003]

PART 1—INTRODUCTORY

Division 1—General

1 Short title

This regulation may be cited as the *Transport Operations (Road Use Management—Road Rules) Regulation 1999* or as the Queensland Road Rules.

2 Commencement

This regulation commences on 1 December 1999.

3 Object

The object of this regulation is to provide road rules in Queensland that are substantially uniform with road rules elsewhere in Australia.

Division 2—Some features of this regulation

4 Definitions

The dictionary in schedule 6 defines particular words used in this regulation.

5 Compliance with Australian Standards

If this regulation requires a person to fit or use a thing that complies with an Australian Standard, the person complies with the requirement if, when the thing was manufactured, the thing complied with a relevant Australian Standard.

6 Examples

A diagram under a provision is an example for the provision.

7–10 Section numbers not used¹

PART 2—APPLICATION OF THIS REGULATION

Division 1—Roads and road-related areas

11 Regulation applies to vehicles and road users on roads and road-related areas

(1) This regulation applies to vehicles and road users on roads and road-related areas.

(2) A reference in this regulation (except in this division) to a “**road**” includes a reference to a “**road related area**”, unless otherwise expressly stated in this regulation.

Examples for subsection (2)—

1. A reference in section 146 (which deals with driving within a single marked lane or line of traffic) to the road includes a reference to the road-related area of the road.

1 This regulation is based on the Australian Road Rules. Some provisions of the Australian Road Rules contain provisions that are not relevant to the operation of this regulation. To maximise uniformity between this regulation and the Australian Road Rules, the numbers of some sections that are not relevant have not been used in the numbering of this regulation, unless required for provisions particular to the State.

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2. A reference in section 200(1) (which deals with certain heavy or long vehicles stopping on roads) to a length of road includes a reference to the road-related area of the length of road.
3. A reference in section 31 (which deals with starting a right turn from a road, except a multi-lane road) to a road does not include a reference to a road-related area, because of the definition in subsection (5) of that section.

12 Section number not used

13 What is a road related area

A **“road-related area”** is any of the following—

- (a) an area that divides a road;
- (b) a footpath or nature strip adjacent to a road;
- (c) an area that is not a road and that is open to the public and designated for use by cyclists or animals;
- (d) an area that is not a road and that is open to, or used by, the public for parking vehicles.

(2) However, unless the contrary intention appears, a reference in this regulation (except this division) to a **“road-related area”** includes a reference to—

- (a) any shoulder of a road; or
- (b) any other area that is a footpath or nature strip as defined in the dictionary.

(3) In this section—

“shoulder” of a road—

- (a) includes any part of the road that is not designed to be used by motor vehicles in travelling along the road; and
- (b) includes—
 - (i) for a kerbed road—any part of the kerb; and
 - (ii) for a sealed road—any unsealed part of the road, and any sealed part of the road outside an edge line on the road; but
- (c) does not include a bicycle path, footpath or shared path.

Division 2—Road users and vehicles

14 Road users

A “**road user**” is a driver, rider, passenger or pedestrian.

15 What is a vehicle

A “**vehicle**” includes—

- (a) a motor vehicle, trailer and tram; and
- (b) a bicycle; and
- (c) an animal-drawn vehicle, and an animal that is being ridden or drawing a vehicle; and
- (d) a combination; and
- (e) a motorised wheelchair that can travel at over 10km/h (on level ground);

but does not include another kind of wheelchair, a train, or a wheeled recreational device or wheeled toy.

16 Who is a driver

(1) A “**driver**” is the person who is driving a vehicle (except a motorbike, bicycle, animal or animal-drawn vehicle).

(2) However, a “**driver**” does not include a person pushing a motorised wheelchair.

17 Who is a rider

(1) A “**rider**” is the person who is riding a motorbike, bicycle, powered wheeled recreational device, animal or animal-drawn vehicle.

(2) A “**rider**” does not include—

- (a) a passenger; or
- (b) a person walking beside and pushing a bicycle.

18 Who is a pedestrian

A “**pedestrian**” includes—

- (a) a person driving a motorised wheelchair than can not travel at over 10km/h (on level ground); and
- (b) a person in a non-motorised wheelchair; and
- (c) a person pushing a motorised or non-motorised wheelchair; and
- (d) a person in or on a wheeled recreational device or wheeled toy.

19 References to driver includes rider etc

Unless otherwise expressly stated in this regulation, a reference in this regulation (except in this division) to a “**driver**” includes a reference to a rider, and a reference in this regulation (except in this division) to “**driving**” includes a reference to riding.

PART 3—SPEED LIMITS

20 Obeying the speed limit

A driver must not drive at a speed over the speed limit applying to the driver for the length of road where the driver is driving.²

Maximum penalty—40 penalty units.

21 Speed limit where a speed limit sign applies

(1) The speed limit applying to a driver for a length of road to which a speed limit sign applies is the number of kilometres per hour indicated by the number on the sign.

(2) A speed limit sign on a road applies to the length of road beginning at the sign and ending at the nearest of the following—

² See also the Criminal Code, section 328A (Dangerous operation of a vehicle) and the Act, sections 83 (Careless driving of motor vehicles) and 84 (Dangerous driving of vehicles (other than motor vehicles) etc.).

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- (a) a speed limit sign on the road with a different number on the sign;
- (b) an end speed limit sign or speed derestriction sign on the road;
- (c) if the road ends at a T-intersection or dead end—the end of the road.

Examples—



Speed limit sign (Standard sign)



Speed limit sign (Variable illuminated message sign)

Other signs



End speed limit sign



Speed derestriction sign

22 Speed limit in a speed limited area

(1) The speed limit applying to a driver for any length of road in a speed limited area is the number of kilometres per hour indicated by the number on the area speed limit sign on a road into the area, unless another speed limit applies to the driver for the length of road under another section of this part.

Example of another speed limit—

Although an area speed limit sign on a road into a speed limited area may indicate a speed limit of 60 km/h, a particular length of road in the area may have a school zone sign indicating a 40 km/h speed limit for that length of road.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

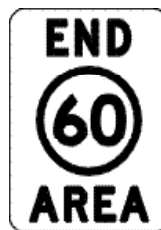
(2) A “**speed limited area**” is the network of roads in an area with—

- (a) an area speed limit sign on each road into the area, indicating the same number; and
- (b) an end area speed limit sign on each road out of the area.

Examples—



Area speed limit sign



End area speed limit sign

23 Speed limit in a school zone

(1) The speed limit applying to a driver for any length of road in a school zone is the number of kilometres per hour indicated by the number on the school zone sign on a road, or the road, into the zone.

(2) A “**school zone**” is—

- (a) if there is a school zone sign and an end school zone sign, or a speed limit sign with a different number on the sign, on a road—that length of road; or
- (b) if there is a school zone sign on a road that ends in a dead end and there is no sign mentioned in paragraph (a), on the length of road beginning at the sign and ending at the dead end—that length of road; or
- (c) in any other case—the network of roads in an area with—
 - (i) a school zone sign on each road into the area, indicating the same number; and

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- (ii) an end school zone sign, or a speed limit sign indicating a different number, on each road out of the area.

Examples—



School zone sign



End school zone sign

24 Speed limit in a shared zone

(1) The speed limit applying to a driver for any length of road in a shared zone is the number of kilometres per hour indicated by the number on the shared zone sign on a road into the zone.

(2) A “**shared zone**” is the network of roads in an area with—

- (a) a shared zone sign on each road into the area, indicating the same number; and
- (b) an end shared zone sign on each road out of the area.

Examples—



Shared zone sign



End shared zone sign

24A Speed limit for certain vehicles

(1) This section applies to a driver despite a higher speed limit that would otherwise apply to the driver under this part.

(2) The speed limit applying to the following drivers for a length of road where the driver is driving is—

- (a) for a driver driving a tractor towing a sugar cane trailer—50 km/h;
- (b) for a driver driving an oversize vehicle, that is required to travel with a pilot or escort vehicle—80 km/h;
- (c) for a driver driving a road train—90 km/h;
- (d) for a driver driving a bus with a GVM over 5 t, or another vehicle with a GVM over 12 t—100 km/h.

(3) In this section—

“**sugar cane trailer**” has the meaning given in the Standards and Safety Regulation.

25 Speed limit elsewhere

(1) If a speed limit sign does not apply to a length of road and the length of road is not in a speed limited area, school zone or shared zone, the speed limit applying to a driver for the length of road is the default speed limit.

(2) The “**default speed limit**” applying to a driver for a length of road is—

- (a) for a road in a built-up area—50 km/h; or
- (b) for a road that is not in a built-up area—100 km/h.

PART 4—MAKING TURNS

Division 1—Left turns at intersections

26 Division does not apply to certain turns

(1) This division does not apply to—

- (a) a driver turning—
 - (i) from a road into a road-related area or adjacent land; or
 - (ii) from a road-related area into a road; or
- (b) a driver entering or leaving a roundabout.

(2) In this section—

“**road**” does not include a road-related area.

27 Starting a left turn from a road (except a multi-lane road)

(1) A driver turning left at an intersection from a road (except a multi-lane road) must approach and enter the intersection from as near as practicable to the far left side of the road.

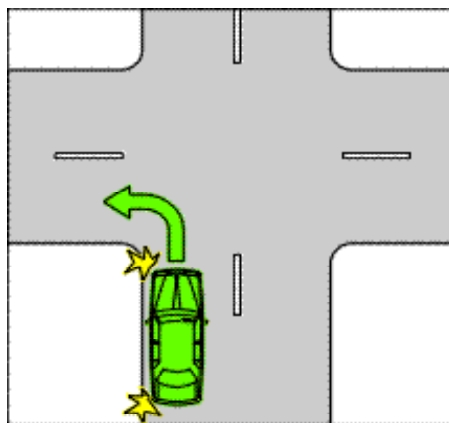
Maximum penalty—20 penalty units.

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(2) In this section—

“**road**” does not include a road-related area, but includes any sealed part of the road outside an edge line on the road.

Example—



Starting a left turn from a road (except a multi-lane road)

28 Starting a left turn from a multi-lane road

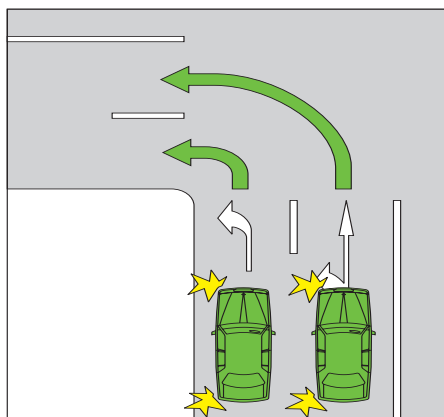
(1) A driver turning left at an intersection from a multi-lane road must approach and enter the intersection from within the left lane unless—

- (a) the driver is required or permitted to approach and enter the intersection from within another marked lane under section 88(1), 92 or 159; or
- (b) the driver is turning, at B Lights or a white traffic arrow, in accordance with part 17, division 2; or
- (c) subsection (2) applies to the driver.

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Maximum penalty—20 penalty units.

Example for subsection (1)(a)—



Starting a left turn on a multi-lane road with traffic lane arrows as required or permitted under section 92

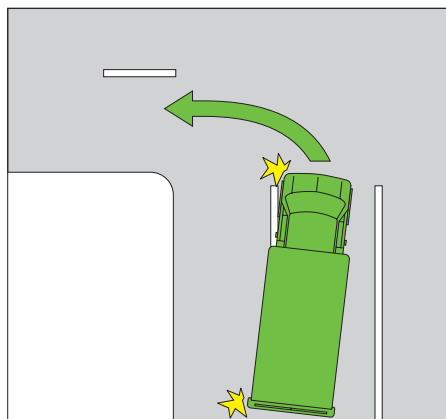
(2) A driver may approach and enter the intersection from the marked lane next to the left lane as well as, or instead of, the left lane if—

- (a) the driver's vehicle, together with any load or projection, is 7.5 m long, or longer; and
- (b) the vehicle displays a do not overtake turning vehicle sign; and
- (c) any part of the vehicle is within 50 m of the nearest point of the intersection; and
- (d) it is not practicable for the driver to turn left from within the left lane; and

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- (e) the driver can safely occupy the next marked lane and can safely turn left at the intersection by occupying the next marked lane, or both lanes.

Example—



Long vehicle turning left from the left lane and next marked lane

(3) In this section—

“left lane” means—

- (a) the marked lane nearest to the far left side of the road; or
- (b) if there is an obstruction (for example, a parked car or roadworks) in that marked lane—the marked lane nearest to that marked lane that is not obstructed.

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“**marked lane**”, for a driver, does not include a special purpose lane in which the driver is not permitted to drive.

Examples of do not overtake turning vehicle signs—

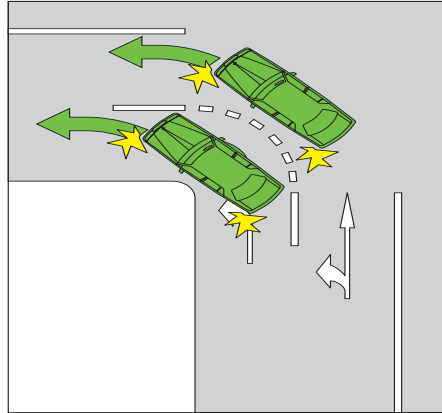


29 Making a left turn as indicated by a road marking

If a driver is turning left at an intersection and there is a road marking indicating how the turn is required to be made, the driver must make the turn as indicated by the road marking.

Maximum penalty—20 penalty units.

Example—



Making a left turn as indicated by road markings

Division 2—Right turns (except hook turns) at intersections

30 Division does not apply to certain turns

(1) This division does not apply to—

- (a) a driver turning right at an intersection where there is a hook turn only sign; or
- (b) the rider of a bicycle making a hook turn under division 3; or
- (c) a driver turning—
 - (i) from a road into a road-related area or adjacent land; or
 - (ii) from a road-related area into a road; or
- (d) a driver making a U-turn; or
- (e) a driver entering or leaving a roundabout.

(2) In subsection (1)(c)—

“road” does not include a road-related area.

31 Starting a right turn from a road (except a multi-lane road)

(1) A driver turning right at an intersection from a road (except a multi-lane road) must approach and enter the intersection in accordance with this section.

Maximum penalty—20 penalty units.

(2) If the road has a dividing line or median strip, the driver must approach and enter the intersection from the left of, parallel to, and as near as practicable to, the dividing line or median strip.

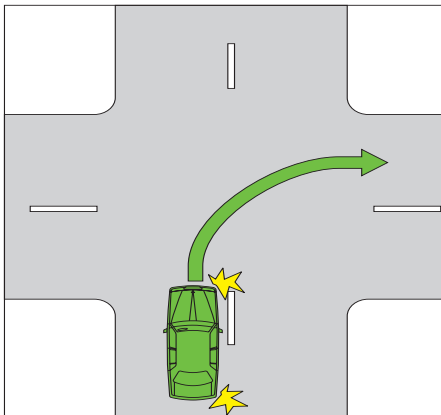
(3) If the road does not have a dividing line or median strip and is not a one-way road, the driver must approach and enter the intersection from the left of, parallel to, and as near as practicable to, the centre of the road.

(4) If the road is a one-way road, the driver must approach and enter the intersection from as near as practicable to the far right side of the road.

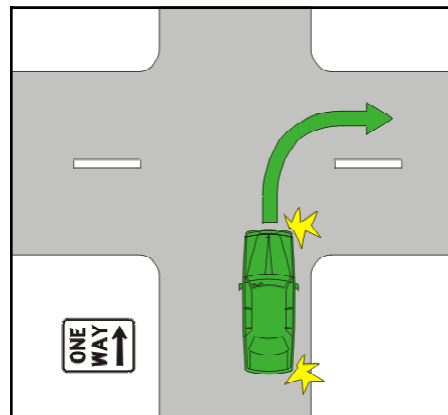
(5) In this section—

“road” does not include a road-related area.

Examples—



Example 1
Starting a right turn from a road with a dividing line



Example 2
Starting a right turn from a one-way road

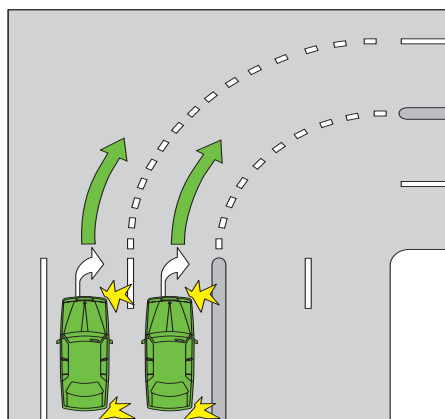
32 Starting a right turn from a multi-lane road

(1) A driver turning right at an intersection from a multi-lane road must approach and enter the intersection from within the right lane unless—

- (a) the driver is required or permitted to approach and enter the intersection from within another marked lane in accordance with section 89(1), 92 or 159; or
- (b) the driver is turning, at B Lights or a white traffic arrow, in accordance with part 17, division 2; or
- (c) subsection (2) applies to the driver.

Maximum penalty—20 penalty units.

Example for subsection (1)(a)—



Starting a right turn on a multi-lane road with traffic lane arrows as required or permitted under section 92

(2) A driver may approach and enter the intersection from the marked lane next to the right lane as well as, or instead of, the right lane if—

- (a) the driver's vehicle, together with any load or projection, is 7.5 m long, or longer; and
- (b) the vehicle displays a do not overtake turning vehicle sign; and
- (c) any part of the vehicle is within 50 m of the nearest point of the intersection; and
- (d) it is not practicable for the driver to turn right from within the right lane; and

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- (e) the driver can safely occupy the next marked lane and can safely turn right at the intersection by occupying the next marked lane, or both lanes.

(3) In this section—

“**marked lane**”, for a driver, does not include a special purpose lane in which the driver is not permitted to drive.

“**right lane**” means—

- (a) the marked lane nearest to the dividing line or median strip on the road; or
- (b) if there is an obstruction (for example, a parked car or roadworks) in that marked lane—the marked lane nearest to that marked lane that is not obstructed.

Examples of do not overtake turning vehicle signs—



33 Making a right turn

(1) A driver turning right at an intersection (except a T–intersection) must make the turn in accordance with this section.

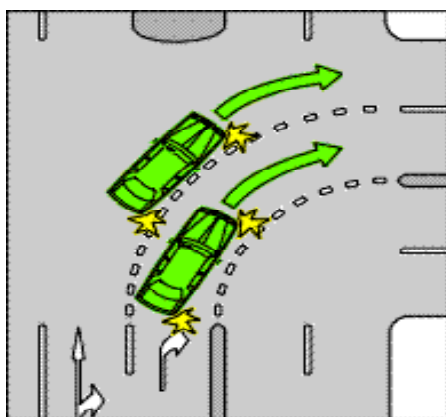
Maximum penalty—20 penalty units.

(2) If there is a road marking indicating how the turn is required to be made, the driver must make the turn as indicated by the road marking.

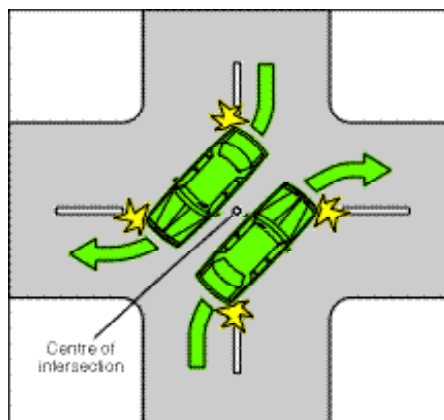
Transport Operations (Road Use Management—Road Rules) Regulation 1999

(3) If there is no road marking indicating how the turn is required to be made, the driver must make the turn so the driver passes as near as practicable to the right of the centre of the intersection.

Examples—



Making a right turn as indicated by road markings



Making a right turn from a road with no road marking indicating how to make the turn

Division 3—Hook turns at intersections

34 Making a hook turn at a hook turn only sign

(1) A driver turning right at an intersection with traffic lights and a hook turn only sign must turn right by making a hook turn in accordance with this section.

Maximum penalty—20 penalty units.

(2) To make a “**hook turn**”, the driver must take, in sequence, each of the following steps—

- 1 Approach and enter the intersection from as near as practicable to the far left side of the road that the driver is leaving.
- 2 Move forward—
 - (a) keeping as near as practicable to the far left side of the intersection; and

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(b) keeping clear of any marked foot crossing;

until the driver is as near as practicable to the far side of the road that the driver is entering.

3 Remain at the position reached under step 2 until the traffic lights on the road that the driver is entering change to green.

4 Turn right into the road that the driver is entering.

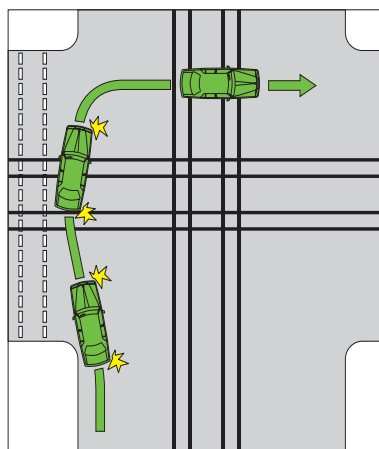
(3) In this section—

“road” does not include a road-related area.

Examples—



Hook turn only sign



Making a hook turn at a hook turn only sign

35 Optional hook turn by a bicycle rider

(1) The rider of a bicycle turning right at an intersection, without a hook turn only sign or a no hook turn by bicycles sign, may turn right at the intersection by making—

(a) a right turn under division 2; or

(b) a hook turn under this section.

(2) The rider must make a hook turn under this section in accordance with subsection (3).

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Maximum penalty—20 penalty units.

(3) To make a “**hook turn**” under this section, the rider must take, in sequence, each of the following steps—

- 1 Approach and enter the intersection from as near as practicable to the far left side of the road that the rider is leaving.
- 2 Move forward—
 - (a) keeping as near as practicable to the far left side of the intersection; and
 - (b) keeping clear of any marked foot crossing; and
 - (c) keeping clear, as far as practicable, of any driver turning left from the left of the intersection;

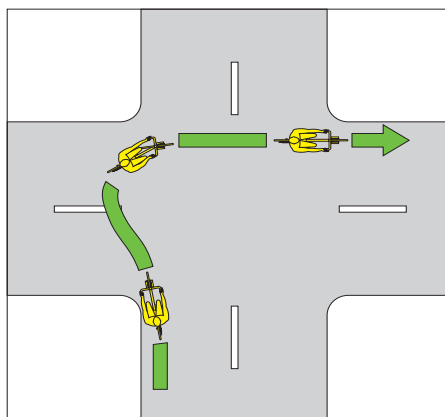
until the driver is as near as practicable to the far side of the road that the rider is entering.

- 3 If there are traffic lights at the intersection, remain at the position reached under step 2 until the traffic lights on the road that the rider is entering change to green.
- 4 If there are no traffic lights at the intersection, remain at the position reached under step 2 until the rider has given way to approaching drivers on the road that the rider is leaving.

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5 Turn right into the road that the rider is entering.

Example—



Bicycle rider making a hook turn at an intersection without traffic lights

36 Bicycle rider making a hook turn contrary to no hook turn by bicycles sign

The rider of a bicycle must not make a hook turn at an intersection that has a no hook turn by bicycles sign.

Maximum penalty—20 penalty units.

Example—



No hook turn by bicycles sign

Division 4—U-turns

37 Beginning a U-turn

A driver must not begin a U-turn unless—

- (a) the driver has a clear view of any approaching traffic; and
- (b) the driver can safely make the U-turn without unreasonably obstructing the free movement of traffic.

Maximum penalty—20 penalty units.

38 Giving way when making a U-turn

A driver making a U-turn must give way to all vehicles and pedestrians.

Maximum penalty—20 penalty units.

39 Making a U-turn contrary to a no U-turn sign

(1) A driver must not make a U-turn at a break in a dividing strip on a road if there is a no U-turn sign at the break in the dividing strip.

Maximum penalty—20 penalty units.

(2) A driver must not make a U-turn on a length of road to which a no U-turn sign applies.

Maximum penalty—20 penalty units.

(3) A no U-turn sign on a road (except a no U-turn sign at an intersection or at a break in a dividing strip) applies to the length of road beginning at the sign and ending at the nearer of the following—

- (a) the next intersection on the road;

- (b) if the road ends at a T-intersection or dead end—the end of the road.

Examples of no U-turn signs—



No U-turn sign (Standard sign)



No U-turn sign (Variable illuminated message sign)

40 Making a U-turn at an intersection with traffic lights

A driver must not make a U-turn at an intersection with traffic lights unless there is a U-turn permitted sign at the intersection.

Maximum penalty—20 penalty units.

Example of U-turn permitted sign—



41 Making a U-turn at an intersection without traffic lights

A driver must not make a U-turn at an intersection without traffic lights if there is a no U-turn sign at the intersection.

Maximum penalty—20 penalty units.

42 Starting a U-turn at an intersection

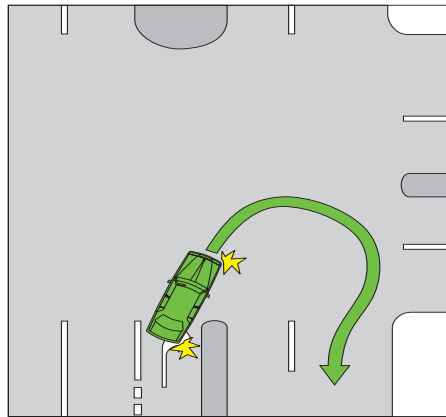
A driver making a U-turn at an intersection must start the U-turn—

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- (a) if the road where the driver is turning has a dividing line or median strip—from the marked lane nearest, or as near as practicable, to the dividing line or median strip; or
- (b) in any other case—from the left of the centre of the road.

Maximum penalty—20 penalty units.

Example—



Starting a U-turn on a road with a median strip

Division 5—Turns into or from road-related areas or adjacent land

43 Starting and making turns

(1) A driver turning left from a road into a road-related area or adjacent land, or from a road-related area into a road, must comply with division 1 as if the driver were turning left at an intersection.

Maximum penalty—20 penalty units.

(2) A driver turning right from a road into a road-related area or adjacent land, or from a road-related area into a road, must comply with division 2 as if the driver were turning right at an intersection.

Maximum penalty—20 penalty units.

(3) In this section—

“**road**” does not include a road-related area.

PART 5—CHANGE OF DIRECTION AND STOP SIGNALS

Division 1—Change of direction signals

44 Division does not apply to entering or leaving a roundabout

This division does not apply to a driver entering, in or leaving a roundabout.

45 What is changing direction

(1) A driver “**changes direction**” if—

- (a) the driver changes direction to the left; or
- (b) the driver changes direction to the right.

(2) A driver “**changes direction to the left**” by doing any of the following—

- (a) turning left;
- (b) changing marked lanes to the left;
- (c) diverging to the left;
- (d) entering a marked lane, or a line of traffic, to the left;
- (e) moving to the left from a stationary position;
- (f) turning left into a marked lane, or a line of traffic, from a median strip parking area;
- (g) at a T-intersection where the continuing road curves to the right—leaving the continuing road to proceed straight ahead onto the terminating road.

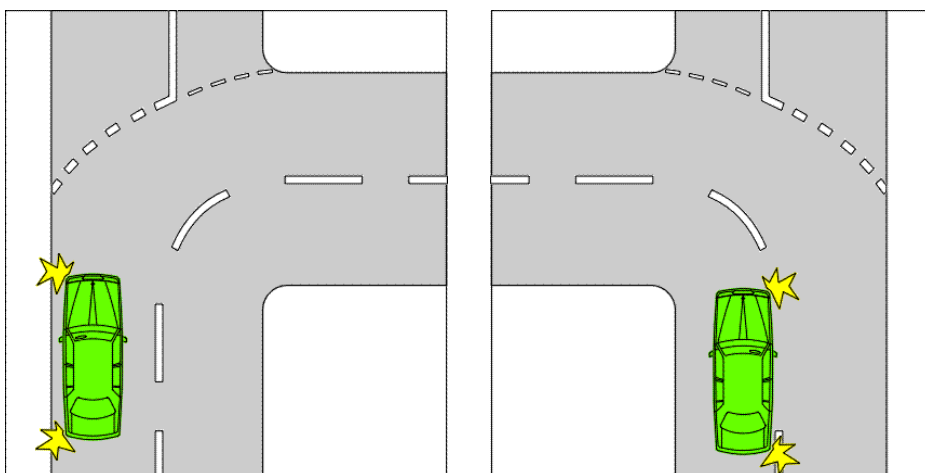
(3) A driver “**changes direction to the right**” by doing any of the following—

- (a) turning right;
- (b) changing marked lanes to the right;
- (c) diverging to the right;
- (d) entering a marked lane, or a line of traffic, to the right;

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- (e) moving to the right from a stationary position;
- (f) turning right into a marked lane, or a line of traffic, from a median strip parking area;
- (g) making a U-turn;
- (h) at a T-intersection where the continuing road curves to the left—leaving the continuing road to proceed straight ahead onto the terminating road.

Examples for subsections (2)(g) and (3)(h)—



Example 1

Driver indicating change of direction at a T-intersection where the continuing road curves to the right and the driver is proceeding straight ahead onto the terminating road

Example 2

Driver indicating change of direction at a T-intersection where the continuing road curves to the left and the driver is proceeding straight ahead onto the terminating road

46 Giving a left change of direction signal

(1) Before a driver changes direction to the left, the driver must give a left change of direction signal in accordance with section 47 for long enough to comply with—

- (a) subsection (2); and
- (b) if subsection (3) applies to the driver—subsection (3).

Maximum penalty—20 penalty units.

(2) The driver must give the change of direction signal for long enough to give sufficient warning to other drivers and pedestrians.

(3) If the driver is about to change direction by moving from a stationary position at the side of the road or in a median strip parking area, the driver must give the change of direction signal for at least 5 seconds before the driver changes direction.

(4) The driver must stop giving the change of direction signal as soon as the driver completes the change of direction.

Maximum penalty—20 penalty units.

(5) This section does not apply to a driver if the driver's vehicle is not fitted with direction indicator lights.

47 How to give a left change of direction signal

The driver of a vehicle must give a left change of direction signal by operating the vehicle's left direction indicator lights.

48 Giving a right change of direction signal

(1) Before a driver changes direction to the right, the driver must give a right change of direction signal in accordance with section 49 for long enough to comply with—

(a) subsection (2); and

(b) if subsection (3) applies to the driver—subsection (3).

Maximum penalty—20 penalty units.

(2) The driver must give the change of direction signal for long enough to give sufficient warning to other drivers and pedestrians.

(3) If the driver is about to change direction by moving from a stationary position at the side of the road or in a median strip parking area, the driver must give the change of direction signal for at least 5 seconds before the driver changes direction.

(4) The driver must stop giving the change of direction signal as soon as the driver completes the change of direction.

Maximum penalty—20 penalty units.

(5) This section does not apply to—

- (a) the driver of a tram that is not fitted with direction indicator lights; or
- (b) the rider of a bicycle making a hook turn.

49 How to give a right change of direction signal

(1) The driver of a vehicle must give a right change of direction signal by operating the vehicle's right direction indicator lights.

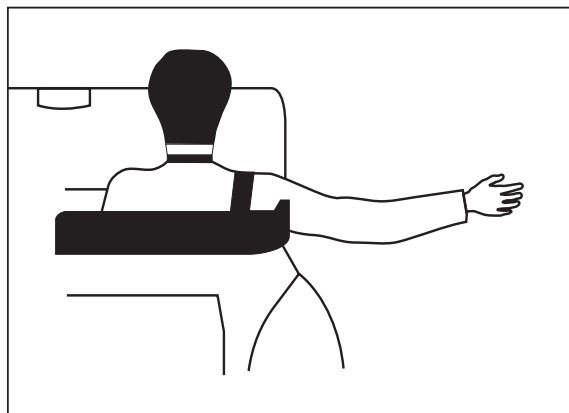
(2) However, if the vehicle's direction indicator lights are not in working order or are not clearly visible, or the vehicle is not fitted with direction indicator lights, the driver must give the change of direction signal by—

- (a) giving a hand signal in accordance with section 50; or
- (b) using a mechanical signalling device fitted to the vehicle.

50 How to give a right change of direction signal by giving a hand signal

To give a hand signal for changing direction to the right, the driver must extend the right arm and hand horizontally and at right angles from the right side of the vehicle, with the hand open and the palm facing the direction of travel.

Example—



Giving a hand signal for changing direction to the right

51 When use of direction indicator lights permitted

The driver of a vehicle must not operate a direction indicator light except—

- (a) to give a change of direction signal when the driver is required to give the signal under this regulation; or
- (b) as part of the vehicle's hazard warning lights.

Maximum penalty—20 penalty units.

Division 2—Stop signals

52 Division does not apply to bicycle riders or certain tram drivers

This division does not apply—

- (a) to the rider of a bicycle; or
- (b) the driver of a tram that is not fitted with brake lights.

53 Giving a stop signal

(1) A driver must give a stop signal in accordance with section 54 before stopping or when suddenly slowing.

Maximum penalty—20 penalty units.

(2) If the driver is stopping, the driver must give the stop signal for long enough to give sufficient warning to other road users.

Maximum penalty—20 penalty units.

(3) If the driver is slowing suddenly, the driver must give the stop signal while slowing.

Maximum penalty—20 penalty units.

54 How to give a stop signal

(1) The driver of a vehicle must give a stop signal by means of the vehicle's brake lights.

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(2) However, if the vehicle's brake lights are not in working order or are not clearly visible, or the vehicle is not fitted with brake lights, the driver must give the stop signal by—

- (a) giving a hand signal in accordance with section 55; or
- (b) using a mechanical signalling device fitted to the vehicle.

55 How to give a stop signal by giving a hand signal

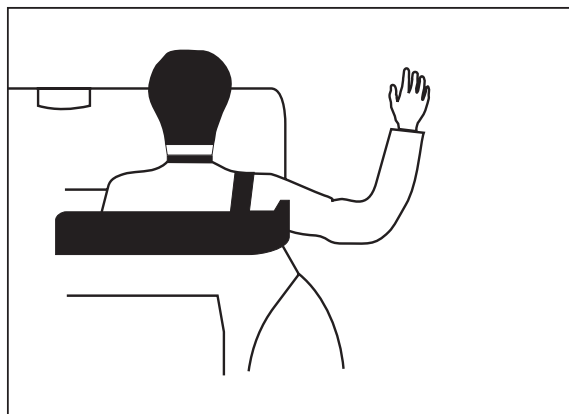
(1) To give a hand signal for stopping or suddenly slowing, the driver must extend the right arm and hand at right angles from the right side of the vehicle with—

- (a) the upper arm horizontal and the forearm and hand pointing upwards; and
- (b) the hand open and the palm facing the direction of travel.

(2) However, the rider of a motorbike may give the hand signal by extending the left arm and hand at right angles from the left side of the motorbike with—

- (a) the upper arm horizontal and the forearm and hand pointing upwards; and
- (b) the hand open and the palm facing the direction of travel.

Example—



Giving a hand signal for stopping or suddenly slowing

PART 6—TRAFFIC LIGHTS AND TWIN RED LIGHTS

Division 1—Obeying traffic lights

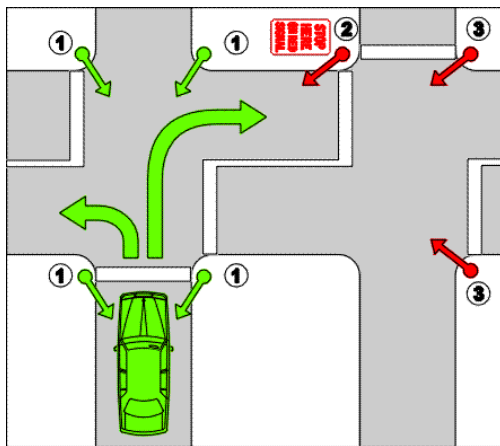
56 Stopping on a red traffic light or arrow

- (1) A driver approaching or at traffic lights showing a red traffic light—
- (a) must stop—
 - (i) if there is a stop line at or near the traffic lights—as near as practicable to, but before reaching, the stop line; or
 - (ii) if there is a stop here on red signal sign at or near the traffic lights, but no stop line—as near as practicable to, but before reaching, the sign; or
 - (iii) if there is no stop line or stop here on red signal sign at or near the traffic lights—as near as practicable to, but before reaching, the nearest or only traffic lights; and
 - (b) must not proceed until—
 - (i) the traffic lights change to green or flashing yellow; or
 - (ii) a green or flashing yellow traffic arrow is showing, if the driver is turning in the direction indicated by the arrow.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

Maximum penalty—20 penalty units.

Example for subsection (1)(a)(ii)—



Stopping at a stop here on red signal sign on a road the driver is entering

In this example, the driver may go straight ahead, or turn right or left, if there is a green traffic light showing at 1. However, the driver must not go beyond the stop line or stop here on red signal sign at 2, if there is a red traffic light showing on the road the driver is entering (see 3).

(2) A driver approaching or at traffic arrows showing a red traffic arrow who is turning in the direction indicated by the arrow—

- (a) must stop—
 - (i) if there is a stop line at or near the traffic arrows—as near as practicable to, but before reaching, the stop line; or
 - (ii) if there is a stop here on red arrow sign at or near the traffic arrows, but no stop line—as near as practicable to, but before reaching, the sign; or
 - (iii) if there is no stop line or stop here on red arrow sign at or near the traffic arrows—as near as practicable to, but before reaching, the nearest or only traffic arrows; and
- (b) must not proceed until—
 - (i) the traffic arrows change to green or flashing yellow; or
 - (ii) the traffic lights show a green or flashing yellow traffic light and there is no red or yellow traffic arrow showing.

Maximum penalty—20 penalty units.

Examples—



Stop here on red signal sign



Stop here on red arrow sign

57 Stopping for a yellow traffic light or arrow

- (1) This section applies to a driver approaching, or at—
- (a) traffic lights showing a yellow traffic light; or
 - (b) traffic arrows showing a yellow traffic arrow who is turning in the direction indicated by the arrow.
- (2) The driver must stop—
- (a) if there is a stop line at or near the traffic lights or arrows and the driver can stop safely before reaching the stop line—as near as practicable to, but before reaching, the stop line; or
 - (b) if there is no stop line at or near the traffic lights or arrows and the driver can stop safely before reaching the traffic lights or arrows—as near as practicable to, but before reaching, the nearest or only traffic lights or arrows; or
 - (c) if the traffic lights or arrows are at an intersection and the driver can not stop safely in accordance with paragraph (a) or (b), but can stop safely before entering the intersection—before entering the intersection.

Maximum penalty—20 penalty units.

(3) If the traffic lights or arrows are at an intersection and the driver is not able to stop safely under subsection (2) and enters the intersection, the driver must leave the intersection as soon as the driver can do so safely.

Maximum penalty—20 penalty units.

58 Exceptions to stopping for a red or yellow traffic light

(1) A driver approaching or at traffic lights showing a red or yellow traffic light does not have to stop if a green traffic arrow is also showing and the driver is turning in the direction indicated by the arrow.

(2) A driver turning at an intersection with traffic lights who approaches, or is at, a red traffic light on the road that the driver is entering does not have to stop for the red traffic light if there is no stop line or stop here on red signal sign at or near the traffic light.

59 Proceeding after stopping for a yellow traffic light

(1) If a driver stops for traffic lights showing a yellow traffic light, and is not turning in the direction indicated by a traffic arrow, the driver must not proceed until the traffic lights change to green or flashing yellow.

Maximum penalty—20 penalty units.

(2) However, if the traffic lights are at an intersection with a left turn on red after stopping sign and the driver is turning left at the intersection, the driver may turn left before the traffic lights change to green or flashing yellow.

Example—



Left turn on red after stopping sign

60 Proceeding after stopping for a yellow traffic arrow

A driver who stops for traffic arrows showing a yellow traffic arrow, and who is turning in the direction indicated by the arrow, must not proceed to make the turn until—

- (a) the traffic arrows change to green or flashing yellow; or

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- (b) the traffic lights show a green or flashing yellow light and there is no red or yellow traffic arrow showing.

Maximum penalty—20 penalty units.

61 Proceeding when traffic lights or arrows at an intersection change to red or yellow

(1) This section applies to a driver—

- (a) at an intersection with traffic lights showing a green traffic light who has stopped after the stop line, stop here on red signal sign, or nearest or only traffic lights, at the intersection and is not making a hook turn at the intersection; or
- (b) at an intersection with traffic arrows showing a green traffic arrow who is turning in the direction indicated by the arrow and has stopped after the stop line, stop here on red arrow sign, or nearest or only traffic arrows, at the intersection.

Example—

A driver may stop after the stop line at an intersection with traffic lights showing a green traffic light, and not proceed through the intersection, because traffic is congested.

(2) If the traffic lights or arrows change to red or yellow while the driver is stopped and the driver has not entered the intersection, the driver must comply with section 59 or 60.

Maximum penalty—20 penalty units.

(3) If the traffic lights or arrows change to red or yellow while the driver is stopped and the driver has entered the intersection, the driver must leave the intersection as soon as the driver can do so safely.

Maximum penalty—20 penalty units.

Division 2—Giving way at traffic lights

62 Giving way when turning at intersection with traffic lights

A driver turning at an intersection with traffic lights must give way to—

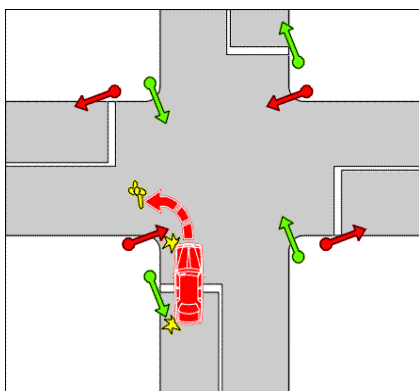
- (a) any pedestrian at or near the intersection who is on the road the driver is entering; and

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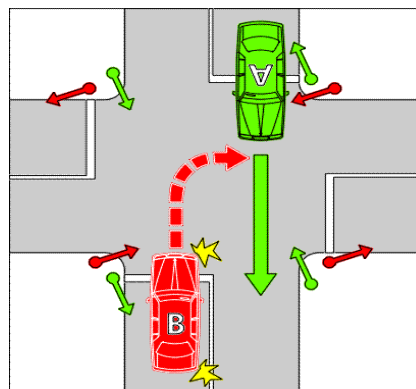
- (b) if the driver is turning left at a left turn on red after stopping sign at the intersection—
- (i) any vehicle approaching from the right, turning right at the intersection into the road the driver is entering, or making a U-turn at the intersection; and
 - (ii) any pedestrian at or near the intersection who is on the road the driver is leaving; and
- (c) if the driver is turning right—any oncoming vehicle that is going straight ahead or turning left at the intersection (except a vehicle turning left using a slip lane).

Maximum penalty—20 penalty units.

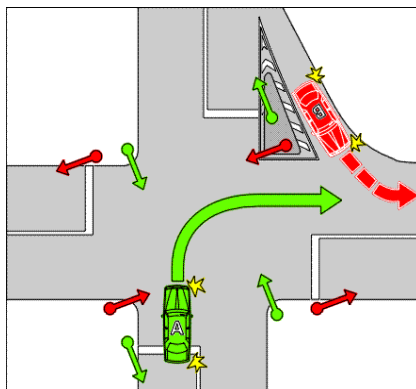
Examples—



Example 1
Giving way to a pedestrian on the road the driver is entering



Example 2
Driver turning right giving way to an oncoming vehicle going straight ahead



Example 3

Driver turning right does not have to give way to an oncoming vehicle that is turning left into the road the driver is entering using a slip lane

In example 1, the vehicle must give way to the pedestrian.
 In examples 2 and 3, vehicle B must give way to vehicle A.

63 Giving way at an intersection with traffic lights not operating or only partly operating

(1) This section applies to a driver at an intersection if—

- (a) traffic lights at the intersection are not operating; or
- (b) the traffic lights are showing only a flashing yellow traffic light.

(2) If there is a traffic light-stop sign at the intersection, the driver must comply with section 67 as if the sign were a stop sign at an intersection without traffic lights.

Maximum penalty—20 penalty units.

(3) If there is no traffic light-stop sign at the intersection, the driver must give way to vehicles and pedestrians at or near the intersection in accordance with section 72 or 73 as if the intersection were an intersection without traffic lights or a stop sign, stop line, give way sign or give way line.

Maximum penalty—20 penalty units.

Example—



Traffic light-stop sign

64 Giving way at a flashing yellow traffic arrow at an intersection

A driver turning in the direction indicated by a flashing yellow traffic arrow at an intersection with traffic lights must give way to—

- (a) any vehicle travelling on the road the driver is entering; and
- (b) any pedestrian at or near the intersection who is on the road the driver is entering; and
- (c) if the driver is turning right—any oncoming vehicle that is going straight ahead or turning left at the intersection (except a vehicle turning left using a slip lane).

Maximum penalty—20 penalty units.

65 Giving way at a marked foot crossing (except at an intersection) with a flashing yellow traffic light

(1) This section applies to a driver approaching or at a marked foot crossing (except at or near an intersection) with a flashing yellow traffic light at the crossing.

(2) The driver must—

- (a) give way to any pedestrian on the crossing; and
- (b) not obstruct any pedestrian on the crossing; and
- (c) not overtake or pass a vehicle that is travelling in the same direction as the driver and is stopping, or has stopped, to give way at the crossing.

Maximum penalty—20 penalty units.

(3) If there is no pedestrian on the crossing, and no other vehicle travelling in the same direction as the driver that is stopping, or has stopped, to give way at the crossing, the driver may proceed through the crossing.

Division 3—Twin red lights (except at level crossings)

66 Stopping for twin red lights (except at level crossings)

(1) A driver approaching or at twin red lights on a road (except at a level crossing) must stop in accordance with subsections (2) and (3).

Maximum penalty—20 penalty units.

(2) If there is a stop line at or near the lights and the driver can stop safely before reaching the stop line, the driver must stop as near as practicable to, but before reaching, the stop line.

(3) If there is no stop line at or near the lights and the driver can stop safely before reaching the lights, the driver must stop as near as practicable to, but before reaching, the lights.

(4) If the driver stops for the lights, the driver must not proceed until the lights are not showing.

Maximum penalty—20 penalty units.

PART 7—GIVING WAY

Division 1—Giving way at a stop sign, stop line, give way sign or give way line applying to the driver

67 Stopping and giving way at a stop sign or stop line at an intersection without traffic lights

(1) This section applies to a driver at an intersection without traffic lights who is facing a stop sign or stop line.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

(2) The driver must stop at the stop line or, if there is no stop line, the driver must stop as near as practicable to, but before entering, the intersection.

Maximum penalty—20 penalty units.

(3) The driver must give way to a vehicle in, entering or approaching the intersection except—

- (a) an oncoming vehicle turning right at the intersection, if a stop sign, stop line, give way sign or give way line applies to the driver of the oncoming vehicle; or
- (b) a vehicle turning left at the intersection using a slip lane; or
- (c) a vehicle making a U-turn.

Maximum penalty—20 penalty units.

(4) If the driver is turning left or right or making a U-turn, the driver must also give way to any pedestrian at or near the intersection on the road, or part of the road, the driver is entering.

Maximum penalty—20 penalty units.

(5) If 2 or more drivers at an intersection are each facing a stop sign or stop line, each driver must give way to the other or others, as required under division 2, as if none of the drivers were facing a stop sign or stop line.

Maximum penalty—20 penalty units.

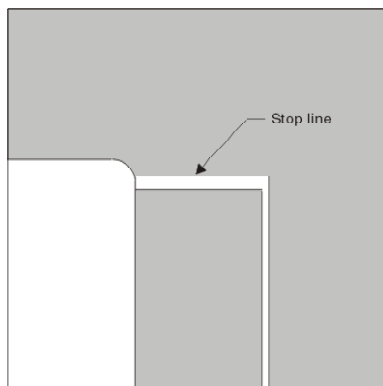
Transport Operations (Road Use Management—Road Rules) Regulation 1999

(6) For this section, an oncoming vehicle proceeding through a T-intersection on the continuing road is taken not to be turning.

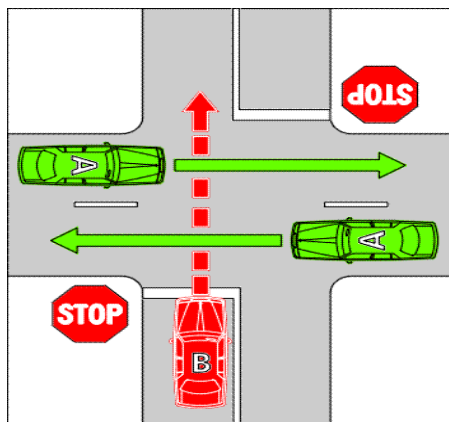
Examples—



Example 1
Stop sign



Example 2
Stop line



Example 3
Stopping and giving way at a stop sign to vehicles on the left and right
In example 3, vehicle B must stop and give way to each vehicle A.

68 Stopping and giving way at a stop sign or stop line at other places

(1) This section applies to a driver approaching or at a place (except an intersection, children's crossing, level crossing, or a place with twin red lights) with a stop sign or stop line.

Examples—

1. A stop sign at a break in a dividing strip dividing the part of the road used by the main body of moving vehicles from a service road.
2. A stop sign on an exit from a carpark where the exit joins the road.

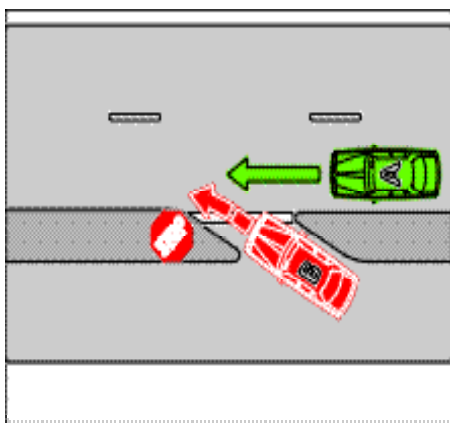
(2) The driver must stop at the stop line or, if there is no stop line, the driver must stop as near as practicable to, but before, the stop sign.

Maximum penalty—20 penalty units.

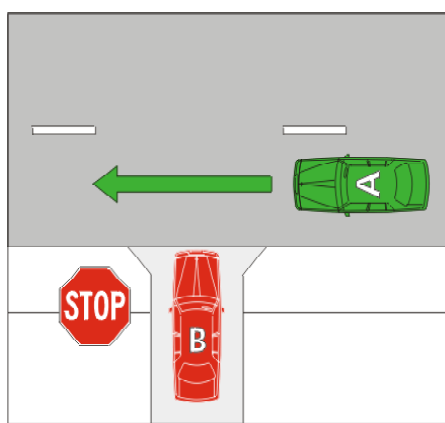
(3) The driver must give way to any vehicle or pedestrian at or near the stop sign.

Maximum penalty—20 penalty units.

Examples—



Example 1
Stopping and giving way at a stop sign at a break in a dividing strip



Example 2
Stopping and giving way at a stop sign where a carpark exit joins a road

In each example, vehicle B must stop and give way to vehicle A.

69 Giving way at a give way sign or give way line at an intersection

(1) This section applies to a driver at an intersection who is facing a give way sign or give way line.

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(2) The driver must give way to a vehicle in, entering or approaching the intersection except—

- (a) an oncoming vehicle turning right at the intersection, if a stop sign, stop line, give way sign or give way line applies to the driver of the oncoming vehicle; or
- (b) a vehicle turning left at the intersection using a slip lane; or
- (c) a vehicle making a U–turn.

Maximum penalty—20 penalty units.

(3) If the driver is turning left or right or making a U–turn, the driver must also give way to any pedestrian at or near the intersection on the road, or part of the road, the driver is entering.

Maximum penalty—20 penalty units.

(4) If 2 or more drivers at an intersection are each facing a give way sign or give way line, each driver must give way to the other or others, as required under division 2, as if none of the drivers were facing a give way sign or give way line.

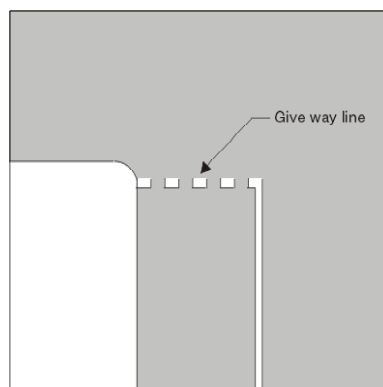
Maximum penalty—20 penalty units.

(5) For this section, an oncoming vehicle proceeding through a T–intersection on the continuing road is taken not to be turning.

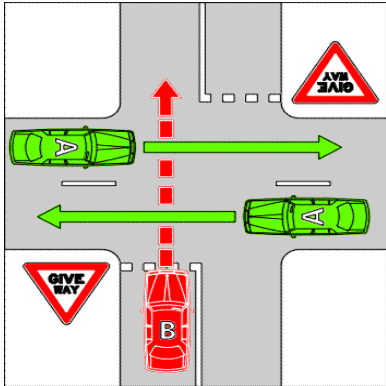
Examples—



Example 1
Give way sign

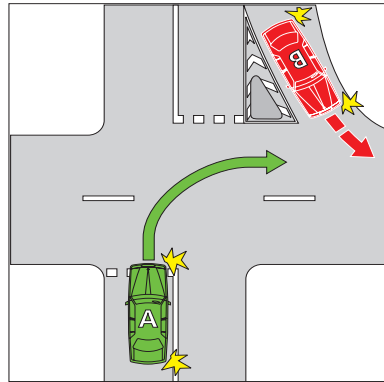


Example 2
Give way line



Example 3
Giving way at a give way sign to vehicles on the left and right

In example 3, vehicle B must give way to each vehicle A.
In example 4, vehicle B must give way to vehicle A.



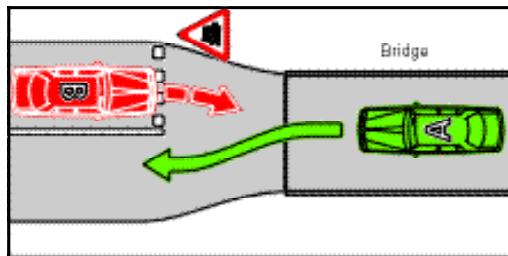
Example 4
Driver turning right at a give way line does not have to give way to a vehicle turning left using a slip lane

70 Giving way at a give way sign at a bridge or length of narrow road

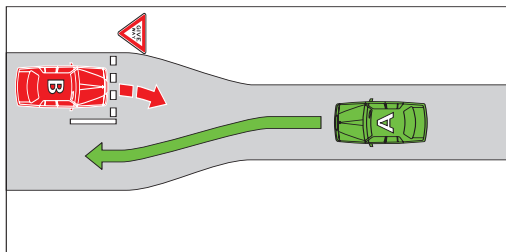
A driver approaching a bridge or length of narrow road with a give way sign must give way to any oncoming vehicle that is on the bridge or length of road when the driver reaches the sign.

Maximum penalty—20 penalty units.

Examples—



Example 1
Giving way at a bridge



Example 2
Giving way at a length of narrow road

In each example, vehicle B must give way to vehicle A.

71 Giving way at a give way sign or give way line at other places

(1) A driver approaching or at a place (except an intersection, bridge or length of narrow road, level crossing, or a place with twin red lights) with a give way sign or give way line must give way in accordance with this section.

Maximum penalty—20 penalty units.

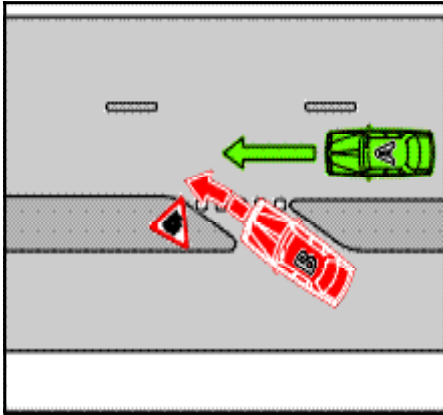
Examples—

1. A give way sign at a break in a dividing strip dividing the part of the road used by the main body of moving vehicles from a service road.
2. A give way sign on a road at a place where a bicycle path meets the road.

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(2) The driver must give way to any vehicle or pedestrian at or near the give way sign or give way line.

Examples—

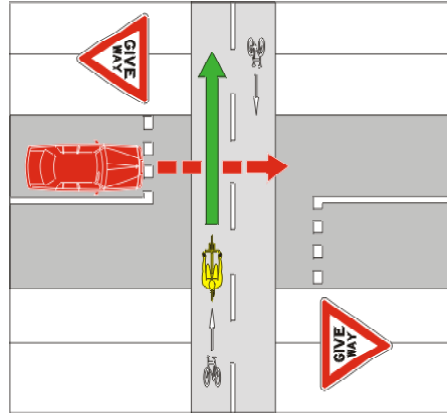


Example 1

Giving way at a give way sign at a break in a dividing strip

In example 1, vehicle B must give way to vehicle A.

In example 2, the motor vehicle must give way to the bicycle.



Example 2

Giving way at a give way sign where a bicycle path meets a road

Division 2—Giving way at an intersection without traffic lights or a stop sign, stop line, give way sign or give way line

72 Giving way at an intersection (except a T-intersection or roundabout)

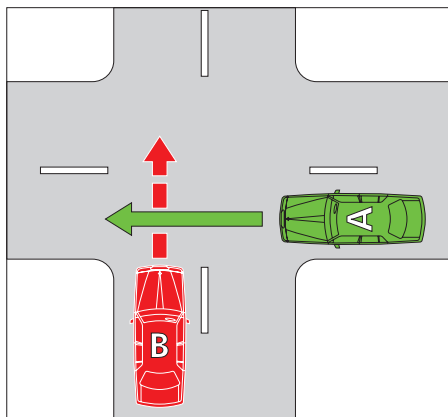
(1) A driver at an intersection (except a T-intersection or roundabout) who is not facing traffic lights or a stop sign, stop line, give way sign, or give way line, must give way in accordance with this section.

Maximum penalty—20 penalty units.

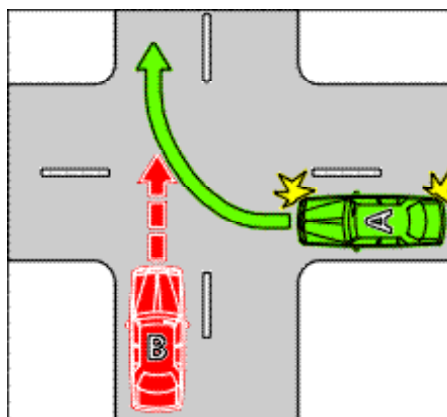
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(2) If the driver is going straight ahead, the driver must give way to any vehicle approaching from the right (except a vehicle approaching or at a place with a stop sign, stop line, give way sign, or give way line).

Examples—



Example 1
Driver going straight ahead giving way to a vehicle on the right that is going straight ahead



Example 2
Driver going straight ahead giving way to a vehicle on the right that is turning right

In each example, vehicle B must give way to vehicle A.

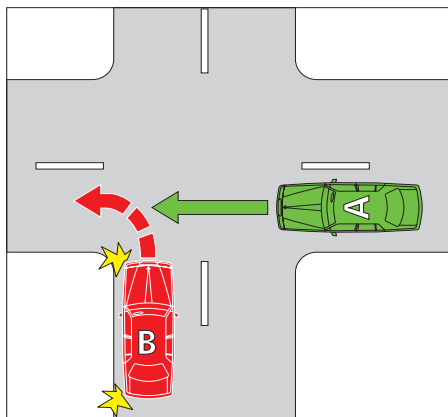
(3) If the driver is turning left (except if the driver is using a slip lane), the driver must give way to—

- (a) any vehicle approaching from the right (except a vehicle approaching or at a place with a stop sign, stop line, give way sign, or give way line); and

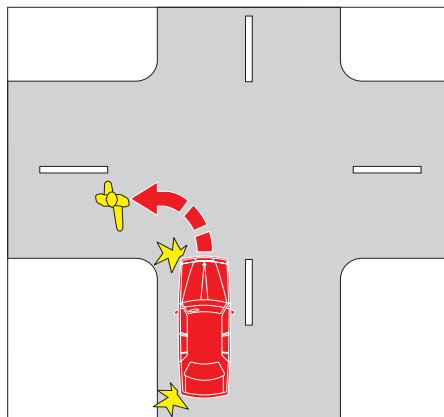
Transport Operations (Road Use Management—Road Rules) Regulation 1999

- (b) any pedestrian at or near the intersection on the road the driver is entering.

Examples—



Example 3
Driver turning left giving way to a vehicle on the right that is going straight ahead



Example 4
Driver turning left giving way to a pedestrian on the road the driver is entering

In example 3, vehicle B must give way to vehicle A.

In example 4, the vehicle must give way to the pedestrian.

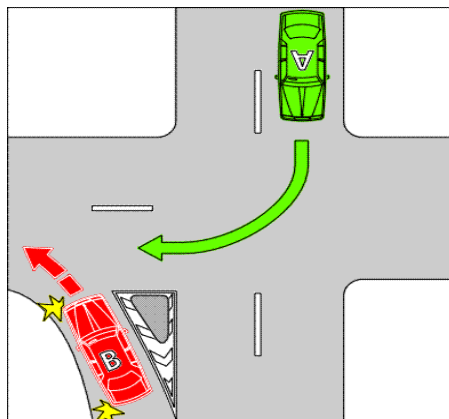
(4) If the driver is turning left using a slip lane, the driver must give way to—

- (a) any vehicle approaching from the right or turning right at the intersection into the road the driver is entering (except a vehicle making a U-turn at the intersection); and

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- (b) any pedestrian on the slip lane.

Example—



Example 5

Driver turning left using a slip lane giving way to a vehicle that is turning right into the road the driver is entering

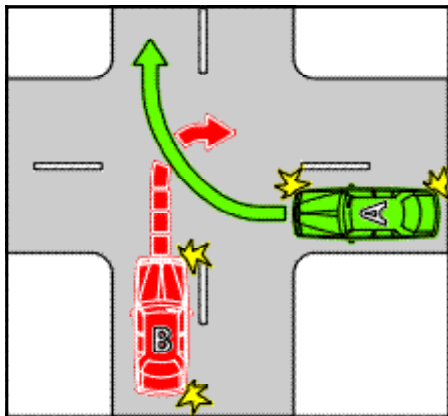
In this example, vehicle B must give way to vehicle A.

- (5) If the driver is turning right, the driver must give way to—
- (a) any vehicle approaching from the right (except a vehicle approaching or at a place with a stop sign, stop line, give way sign, or give way line); and
 - (b) any oncoming vehicle that is going straight ahead or turning left at the intersection (except a vehicle turning left using a slip lane or a vehicle approaching or at a place with a stop sign, stop line, give way sign, or give way line); and

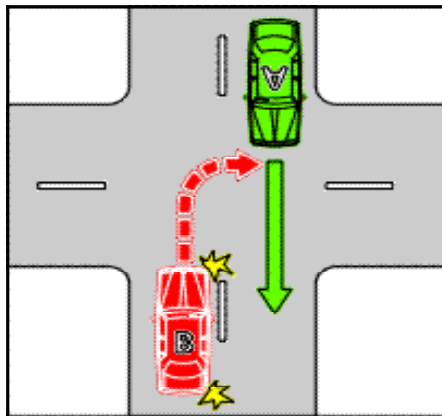
Transport Operations (Road Use Management—Road Rules) Regulation 1999

- (c) any pedestrian at or near the intersection on the road the driver is entering.

Examples—



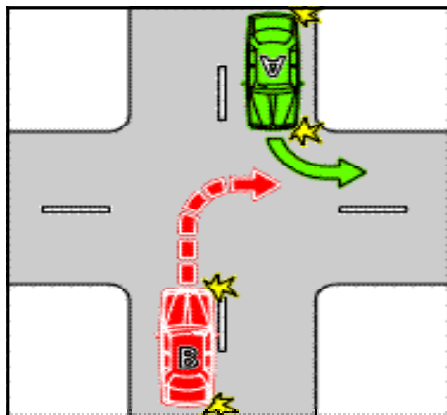
Example 6
Driver turning right giving way to a vehicle on the right that is turning right into the road the driver is leaving



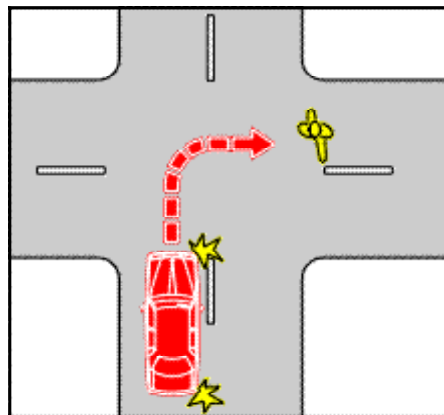
Example 7
Driver turning right giving way to an oncoming vehicle that is going straight ahead on the road the driver is leaving

In examples 6 and 7, vehicle B must give way to vehicle A.

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Example 8
Driver turning right giving way to an oncoming vehicle that is turning left into the road the driver is entering



Example 9
Driver turning right giving way to a pedestrian on the road the driver is entering

In example 8, vehicle B must give way to vehicle A.
In example 9, the vehicle must give way to the pedestrian.

73 Giving way at a T-intersection

(1) A driver at a T-intersection who is not facing traffic lights or a stop sign, stop line, give way sign, or give way line, must give way in accordance with this section.

Maximum penalty—20 penalty units.

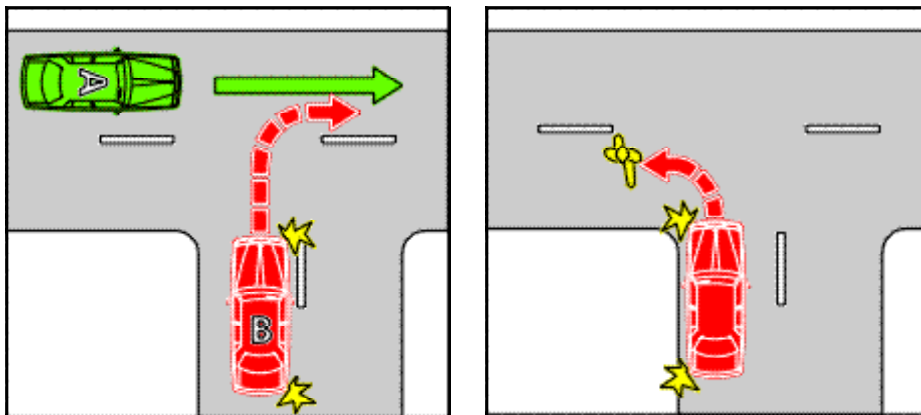
(2) If the driver is turning left (except if the driver is using a slip lane) or right from the terminating road into the continuing road, the driver must give way to—

- (a) any vehicle travelling on the continuing road (except a vehicle approaching or at a place with a stop sign, stop line, give way sign, or give way line); and

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- (b) any pedestrian on the continuing road at or near the intersection.

Examples—



Example 1
Driver turning right from the terminating road giving way to a vehicle on the continuing road

Example 2
Driver turning left (except if the driver is using a slip lane) from the terminating road giving way to a pedestrian on the continuing road

In example 1, vehicle B must give way to vehicle A.
In example 2, the vehicle must give way to the pedestrian.

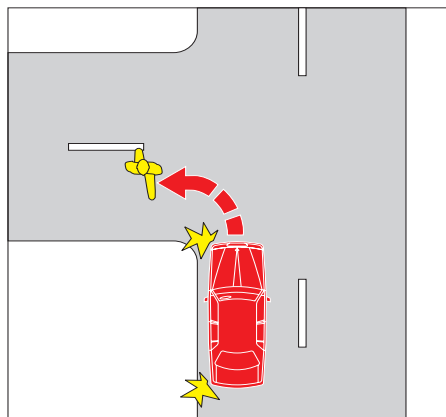
(3) If the driver is turning left from the terminating road into the continuing road using a slip lane, the driver must give way to—

- (a) any vehicle travelling on the continuing road; and
- (b) any pedestrian on the slip lane.

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(4) If the driver is turning left (except if the driver is using a slip lane) from the continuing road into the terminating road, the driver must give way to any pedestrian on the terminating road at or near the intersection.

Example—



Example 3

Driver turning left (except if the driver is using a slip lane) from the continuing road giving way to a pedestrian on the terminating road

In this example, the vehicle must give way to the pedestrian.

(5) If the driver is turning from the continuing road into the terminating road using a slip lane, the driver must give way to—

- (a) any vehicle approaching from the right; and
- (b) any pedestrian on the slip lane.

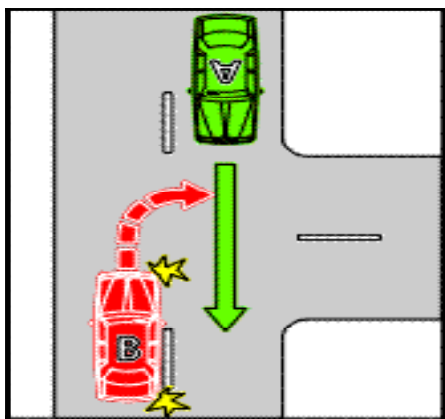
(6) If the driver is turning right from the continuing road into the terminating road, the driver must give way to—

- (a) any oncoming vehicle that is travelling through the intersection on the continuing road or turning left at the intersection (except a vehicle approaching or at a place with a stop sign, stop line, give way sign, or give way line); and

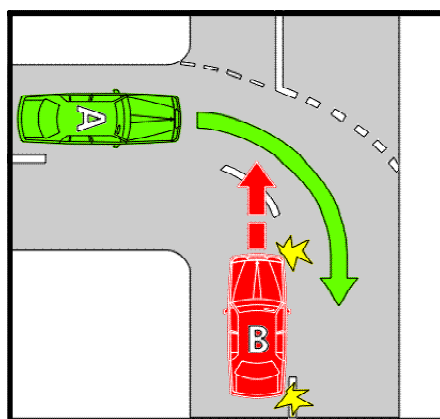
Transport Operations (Road Use Management—Road Rules) Regulation 1999

(b) any pedestrian on the terminating road at or near the intersection.

Examples—



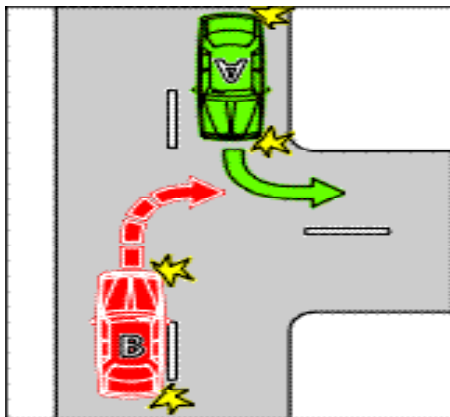
Example 4
Driver turning right from the continuing road giving way to an oncoming vehicle travelling through the intersection on the continuing road



Example 5
Driver leaving the continuing road to go straight ahead on the terminating road giving way to a vehicle going through the intersection on the continuing road

Example 5 shows a T-intersection where the continuing road (marked with broken white lines) goes around a corner. Vehicle B is leaving the continuing road to enter the terminating road. In examples 4 and 5, vehicle B must give way to vehicle A.

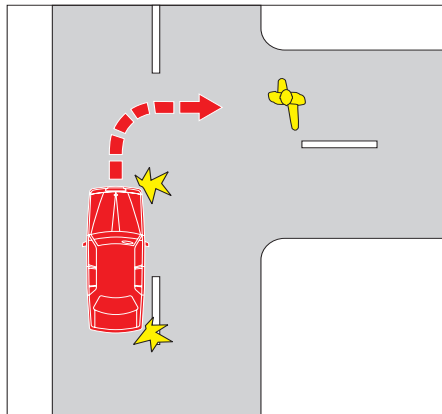
Transport Operations (Road Use Management—Road Rules) Regulation 1999



Example 6
Driver turning right from the continuing road giving way to an oncoming vehicle turning left from the continuing road

In example 6, vehicle B must give way to vehicle A.

In example 7, the vehicle must give way to the pedestrian.



Example 7
Driver turning right from the continuing road giving way to a pedestrian on the terminating road

(7) In this section—

- (a) turning left from the continuing road into the terminating road, for a driver, includes, where the continuing road curves to the right at a T-intersection, leaving the continuing road to proceed straight ahead onto the terminating road; and
- (b) turning right from the continuing road into the terminating road, for a driver, includes, where the continuing road curves to the left at a T-intersection, leaving the continuing road to proceed straight ahead onto the terminating road.

Division 3—Entering or leaving road-related areas and adjacent land

74 Giving way when entering a road from a road-related area or adjacent land

(1) A driver entering a road from a road-related area, or adjacent land, without traffic lights or a stop sign, stop line, give way sign or give way line must give way to—

Transport Operations (Road Use Management—Road Rules) Regulation 1999

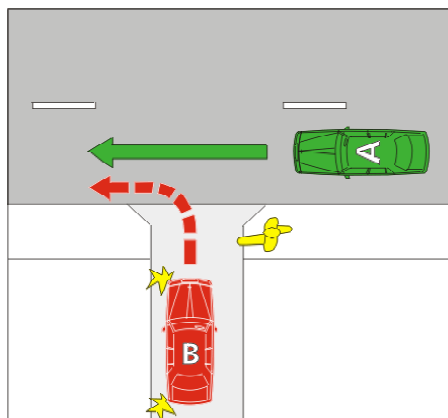
- (a) any vehicle travelling on the road or turning into the road (except a vehicle turning right into the road from a road-related area or adjacent land); and
- (b) any pedestrian on the road; and
- (c) for a driver entering the road from a road-related area—any vehicle or pedestrian on any road-related area that the driver crosses to enter the road.

Maximum penalty—20 penalty units.

(2) In this section—

“**road**” does not include a road-related area.

Example—



Driver entering a road from a road-related area giving way to a pedestrian on the footpath and a vehicle on the road

In this example, vehicle B must give way to the pedestrian on the footpath and to vehicle A.

75 Giving way when entering a road-related area or adjacent land from a road

(1) A driver entering a road-related area or adjacent land from a place on a road without traffic lights or a stop sign, stop line, give way sign or give way line must give way to—

- (a) any pedestrian on the road; and

Transport Operations (Road Use Management—Road Rules) Regulation 1999

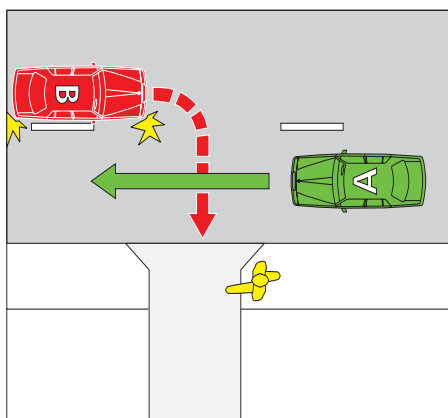
- (b) any vehicle or pedestrian on any road-related area that the driver crosses or enters; and
- (c) if the driver is turning right from the road—any oncoming vehicle on the road that is going straight ahead or turning left; and
- (d) if the road the driver is leaving ends at a T-intersection opposite the road-related area or adjacent land and the driver is crossing the continuing road—any vehicle on the continuing road.

Maximum penalty—20 penalty units.

(2) In this section—

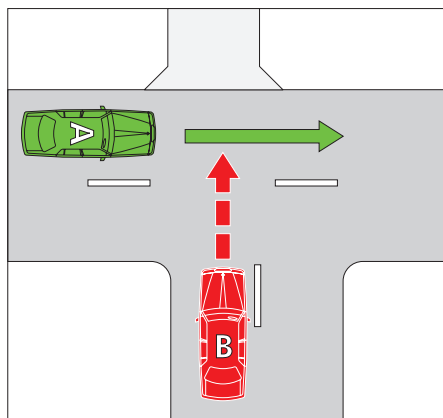
“**road**” does not include a road-related area.

Examples—



Example 1
Driver turning right from a road into a road-related area giving way to an oncoming vehicle that is going straight ahead and to a pedestrian on the footpath

In each example, vehicle B must give way to vehicle A. In example 1, vehicle B must also give way to the pedestrian on the footpath.



Example 2
Driver crossing a continuing road at a T-intersection to enter a road-related area giving way to a vehicle on the continuing road

Division 4—Keeping clear of and giving way to particular vehicles

76 Keeping clear of trams travelling in tram lanes etc

(1) A driver must not move into the path of an approaching tram travelling in a tram lane, or on tram tracks marked along the left side of the tracks by a broken or continuous yellow line parallel to the tracks.

Maximum penalty—20 penalty units.

(2) If a driver is in the path of an approaching tram travelling in a tram lane, or on tram tracks marked along the left side of the tracks by a broken or continuous yellow line parallel to the tracks, the driver must move out of the path of the tram as soon as the driver can do so safely.

Maximum penalty—20 penalty units.

(3) In this section—

“**tram**” includes a bus travelling along tram tracks.

77 Giving way to buses

(1) A driver driving on a length of road in a built-up area where the speed limit applying to the driver is not more than 70 km/h, in the left lane or left line of traffic, must give way to a bus in front of the driver if—

- (a) the bus has stopped, or is moving slowly, at the far left side of the road or in a bus-stop bay; and
- (b) the bus displays a give way to buses sign and the right direction indicator lights of the bus are operating; and
- (c) the bus is about to enter or proceed in the lane or line of traffic in which the driver is driving.

Maximum penalty—20 penalty units.

(2) In this section—

“**left lane**” of a road means—

- (a) the marked lane nearest to the far left side of the road (the “**first lane**”) or, if the first lane is a bicycle lane, the marked lane next to the first lane; or

- (b) if there is an obstruction in the first lane (for example, a parked car or roadworks) and the first lane is not a bicycle lane—the marked lane next to the first lane.

“left line of traffic”, for a road, means the line of traffic nearest to the far left side of the road.

Example—



Give way to buses sign

78 Keeping clear of police and emergency vehicles

(1) A driver must not move into the path of an approaching police or emergency vehicle that is displaying a flashing blue or red light (whether or not it is also displaying other lights) or sounding an alarm.

Maximum penalty—20 penalty units.

(2) If a driver is in the path of an approaching police or emergency vehicle that is displaying a flashing blue or red light (whether or not it is also displaying other lights) or sounding an alarm, the driver must move out of the path of the vehicle as soon as the driver can do so safely.

Maximum penalty—20 penalty units.

(3) This section applies to the driver despite any other section of this regulation.

79 Giving way to police and emergency vehicles

(1) A driver must give way to a police or emergency vehicle that is displaying a flashing blue or red light (whether or not it is also displaying other lights) or sounding an alarm.

Maximum penalty—20 penalty units.

(2) This section applies to the driver despite any other section that would otherwise require the driver of a police or emergency vehicle to give way to the driver.

79A Giving way to escorted vehicles

A driver must give way to an oversize vehicle that is being escorted by a pilot or escort vehicle.

Maximum penalty—20 penalty units.

(2) This section applies to the driver despite any other section that would otherwise require the driver of an oversize vehicle to give way to the driver.

Division 5—Crossings and shared zones

80 Stopping at a children's crossing

(1) A driver approaching a children's crossing must drive at a speed at which the driver can, if necessary, stop safely before the crossing.

Maximum penalty—20 penalty units.

(2) A driver approaching or at a children's crossing must stop at the stop line at the crossing if—

- (a) a hand-held stop sign is displayed at the crossing; or
- (b) a pedestrian is on or entering the crossing.

Maximum penalty—20 penalty units.

(3) If a driver stops at a children's crossing for a hand-held stop sign, the driver must not proceed until the holder of the sign—

- (a) no longer displays the sign towards the driver; or
- (b) otherwise indicates that the driver may proceed.

Maximum penalty—20 penalty units.

(4) If a driver stops at a children's crossing for a pedestrian, the driver must not proceed until there is no pedestrian on or entering the crossing.

Maximum penalty—20 penalty units.

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(5) For this section, if a children’s crossing extends across a road with a dividing strip, the part of the children’s crossing on each side of the dividing strip is taken to be a separate children’s crossing.

(6) A “**children’s crossing**” is an area of a road—

- (a) at a place with stop lines marked on the road, and—
 - (i) children crossing flags; or
 - (ii) children’s crossing signs and twin yellow lights; and
- (b) indicated by—
 - (i) 2 red and white posts erected on each side of the road; or
 - (ii) 2 parallel continuous or broken lines on the road surface from one side of the road completely or partly across the road; and
- (c) extending across the road between the posts or lines.

Examples—



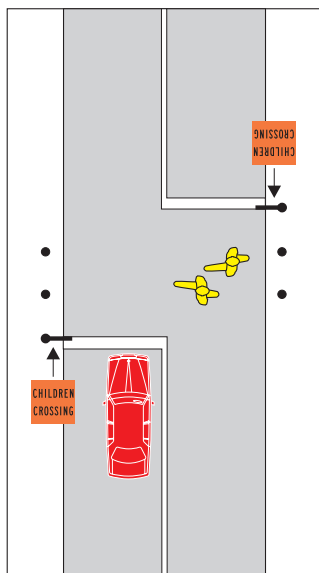
Children crossing flag



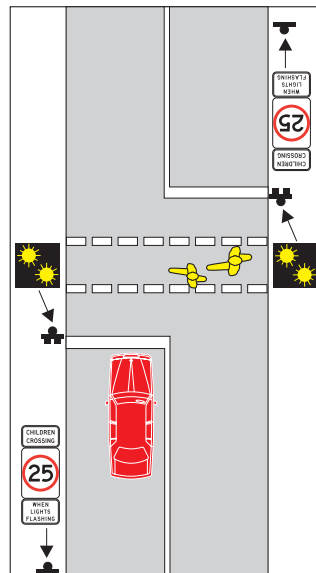
Children’s crossing sign



Hand-held stop signs



Example 1
Driver stopped at stop line for pedestrians on a children's crossing with children crossing flags



Example 2
Driver stopped at stop line for pedestrians on a children's crossing with children's crossing signs and twin yellow lights

In each of these examples, the driver must stop at the stop line because there are pedestrians on the children's crossing.

81 Giving way at a pedestrian crossing

(1) A driver approaching a pedestrian crossing must drive at a speed at which the driver can, if necessary, stop safely before the crossing.

Maximum penalty—20 penalty units.

(2) A driver must give way to any pedestrian on a pedestrian crossing.

Maximum penalty—20 penalty units.

(3) A “**pedestrian crossing**” is an area of a road—

- (a) at a place that has a pedestrian crossing sign (with or without alternating flashing twin yellow lights); and
- (b) indicated by white stripes on the road surface that are—
 - (i) approximately parallel to each other; and

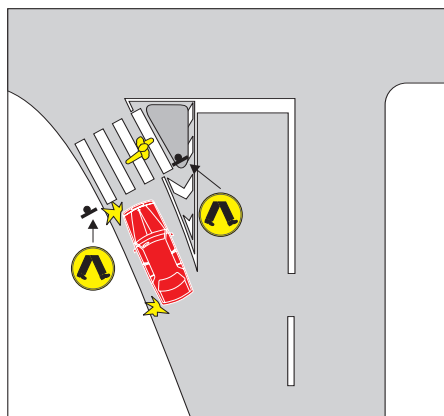
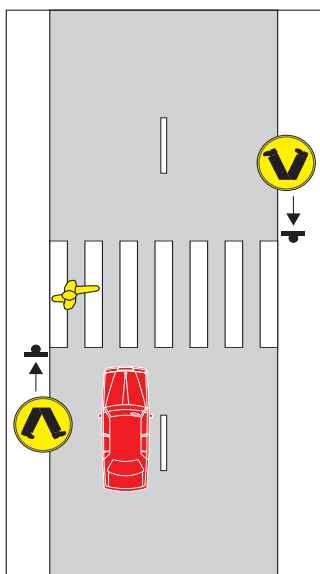
Transport Operations (Road Use Management—Road Rules) Regulation 1999

- (ii) from one side of the road completely or partly across the road.

Examples—



Pedestrian crossing sign



Example 1
Giving way to a pedestrian on a pedestrian crossing

Example 2
Giving way to a pedestrian on a pedestrian crossing at a slip lane

In each of these examples, the driver must give way to the pedestrian on the crossing.

82 Overtaking or passing a vehicle at a children's crossing or pedestrian crossing

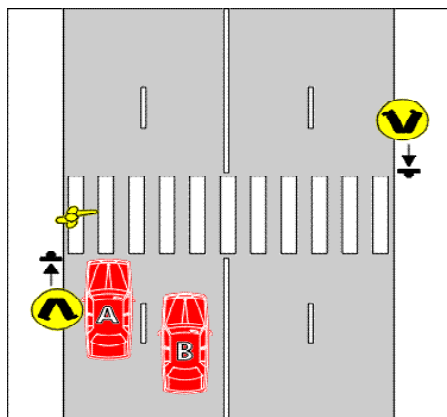
A driver approaching a children's crossing, or pedestrian crossing, must not overtake or pass a vehicle that is travelling in the same direction as the

Transport Operations (Road Use Management—Road Rules) Regulation 1999

driver and is stopping, or has stopped, to give way to a pedestrian at the crossing.

Maximum penalty—20 penalty units.

Example—



Driver not passing a vehicle that has stopped to give way to a pedestrian at a pedestrian crossing

In the example, vehicle A has stopped to give way to a pedestrian on the crossing. Vehicle B must not overtake or pass vehicle A.

83 Giving way to pedestrians in a shared zone

A driver driving in a shared zone must give way to any pedestrian in the zone.

Maximum penalty—20 penalty units.

Division 6—Other give way rules

84 Giving way when driving through a break in a dividing strip

(1) If a driver drives through a break in a dividing strip that has no stop sign, stop line, give way sign or give way line, the driver must give way to—

- (a) any tram on the dividing strip; and

Transport Operations (Road Use Management—Road Rules) Regulation 1999

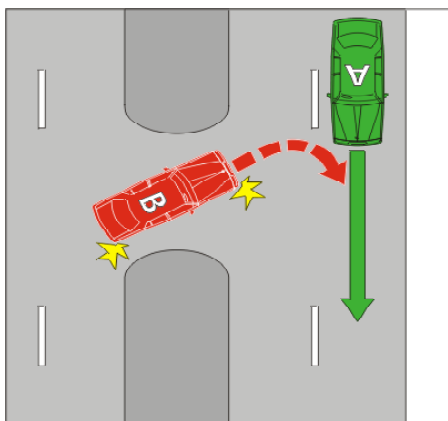
- (b) any vehicle travelling on the part of the road the driver is entering (except a vehicle to which a stop sign, stop line, give way sign, or give way line, applies).

Maximum penalty—20 penalty units.

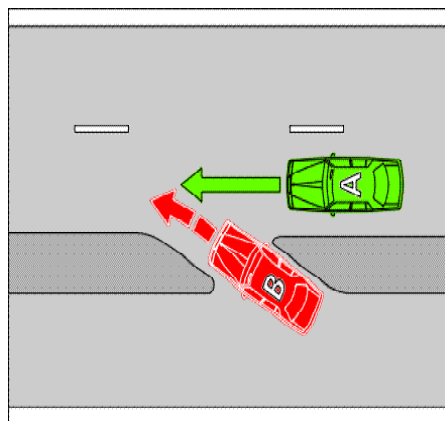
(2) In this section—

“**tram**” includes a bus travelling along tram tracks.

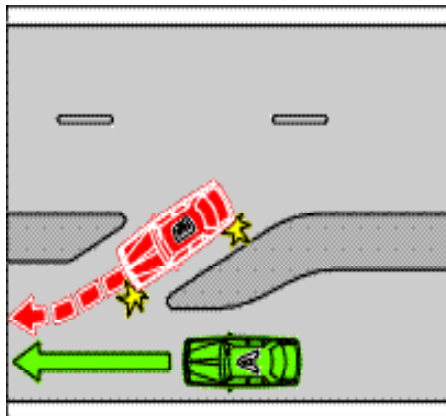
Examples—



Example 1
Giving way when driving through a break in a median strip



Example 2
Giving way when driving through a break in a dividing strip to leave a service road



Example 3

Giving way when driving through a break in a dividing strip to enter a service road

In each of the examples, vehicle B must give way to vehicle A.

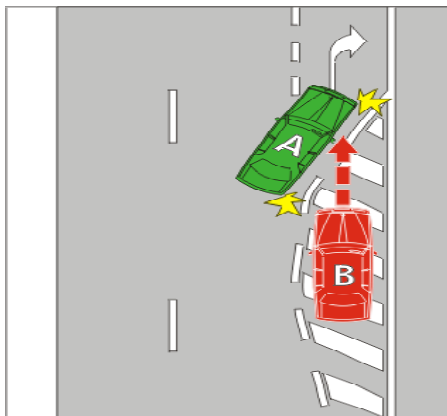
85 Giving way on a painted island

A driver entering a turning lane from a painted island must give way to any vehicle—

- (a) in the turning lane; or
- (b) entering the turning lane from the marked lane, or line of traffic, immediately adjacent to the turning lane.

Maximum penalty—20 penalty units.

Example—



Driver entering a turning lane from a painted island giving way to a vehicle entering the turning lane from the marked lane immediately to the left of the turning lane

In the example, vehicle B must give way to vehicle A.

86 Giving way in median turning bays

(1) A driver entering a median turning bay must give way to any oncoming vehicle already in the turning bay.

Maximum penalty—20 penalty units.

(2) In this section—

“**median turning bay**” means a marked lane, or the part of a marked lane—

(a) to which a median turning lane sign applies; or

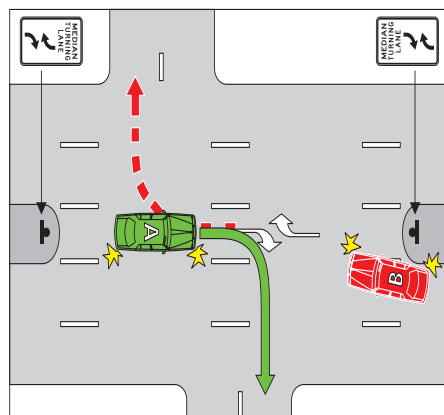
Transport Operations (Road Use Management—Road Rules) Regulation 1999

- (b) where traffic lane arrows applying to the lane indicate that vehicles travelling in opposite directions must turn right.

Examples—



Example 1
Median turning lane sign



Example 2
Giving way in a median turning bay

In example 2, vehicle B must give way to vehicle A.

87 Giving way when moving from a side or shoulder of the road or a median strip parking area

(1) A driver entering a marked lane, or a line of traffic, from the far left or right side of a road must give way to any vehicle travelling in the lane or line of traffic.

Maximum penalty—20 penalty units.

(2) However, the driver of a bus does not have to give way to a vehicle if—

- (a) the driver of the vehicle is required to give way to the bus under section 77; and
- (b) it is safe for the bus to enter the lane or line of traffic in which the vehicle is driving.

(3) A driver turning from a median strip parking area into a marked lane, or a line of traffic, must give way to any vehicle travelling in the lane or line of traffic.

Maximum penalty—20 penalty units.

PART 8—TRAFFIC SIGNS AND ROAD MARKINGS

Division 1—Traffic signs and road markings at intersections

88 Left turn signs

(1) If there is a left turn only sign at an intersection, a driver must turn left at the intersection.

Maximum penalty—20 penalty units.

(2) If there is a left lane must turn left sign at an intersection, a driver who is in the left marked lane when entering the intersection must turn left at the intersection.

Maximum penalty—20 penalty units.

Examples—



Left turn only sign



Left lane must turn left sign

89 Right turn signs

(1) If there is a right turn only sign at an intersection, a driver must turn right at the intersection.

Maximum penalty—20 penalty units.

(2) If there is a right lane must turn right sign at an intersection, a driver who is in the right marked lane when entering the intersection must turn right at the intersection.

Maximum penalty—20 penalty units.

(3) In this section—

“turn right” does not include make a U–turn.

Examples—



Right turn only sign



Right lane must turn right sign

90 No turns signs

If there is a no turns sign at an intersection, a driver must not turn left or right, or make a U–turn, at the intersection.

Maximum penalty—20 penalty units.

Example—



No turns sign

91 No left turn and no right turn signs

(1) If there is a no left turn sign at an intersection, a driver must not turn left at the intersection.

Maximum penalty—20 penalty units.

(2) If there is a no right turn sign at an intersection, a driver must not turn right or make a U–turn at the intersection.

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Maximum penalty—20 penalty units.

Examples of no left turn signs—



No left turn sign (Standard sign)



No left turn sign (Variable illuminated message sign)

Examples of no right turn signs—



No right turn sign (Standard sign)



No right turn sign (Variable illuminated message sign)

92 Traffic lane arrows

(1) If a driver is driving in a marked lane at an intersection (except a roundabout) and there are traffic lane arrows applying to the lane, the driver must—

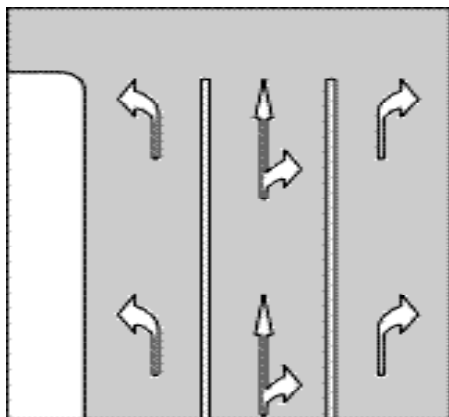
- (a) if the arrows indicate a single direction—drive in that direction;
or
- (b) if the arrows indicate 2 or more directions—drive in one of those directions.

Maximum penalty—20 penalty units.

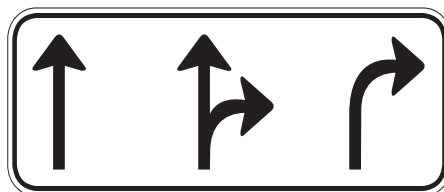
Transport Operations (Road Use Management—Road Rules) Regulation 1999

(2) However, this section does not apply to a driver if the arrows indicate a direction to the right (whether or not they also indicate another direction) and the driver is making a U–turn at the intersection.

Examples—



Traffic lane arrows on the surface of marked lanes



Traffic lane arrows on a traffic sign

Division 2—Traffic signs and road markings generally

93 No overtaking or passing signs

(1) A driver must not—

- (a) drive past a no overtaking or passing sign if any oncoming vehicle is on the bridge or length of road to which the sign applies; or
- (b) overtake a vehicle on a bridge or length of road to which a no overtaking or passing sign applies.

Maximum penalty—20 penalty units.

(2) A no overtaking or passing sign on a road applies to the length of road (including a length of road on a bridge) beginning at the sign and ending—

- (a) if information on or with the sign indicates a distance—at that distance past the sign; or

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- (b) if the sign applies to a bridge—at the end of the bridge; or
- (c) at an end no overtaking or passing sign on the road.

Examples—



No overtaking or passing sign



End no overtaking or passing sign

94 No overtaking on bridge signs

A driver on a bridge with a no overtaking on bridge sign must not overtake a vehicle between the sign and the far end of the bridge.

Maximum penalty—20 penalty units.

Example—



No overtaking on bridge sign

95 Emergency stopping lane only signs

(1) A driver must not drive in an emergency stopping lane unless—

- (a) the driver needs to drive in the emergency stopping lane to avoid a collision, to stop in the lane, or because the driver's vehicle is disabled; or

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- (b) the driver is permitted to drive in the emergency stopping lane under another section.

Maximum penalty—20 penalty units.

- (2) This section does not apply to the rider of a bicycle.

- (3) In this regulation—

“emergency stopping lane” means a marked lane, or the part of a marked lane, to which an emergency stopping lane only sign applies.

Example—



Emergency stopping lane only sign

96 Keep clear markings

- (1) A driver must not stop on an area of a road marked with a keep clear marking.

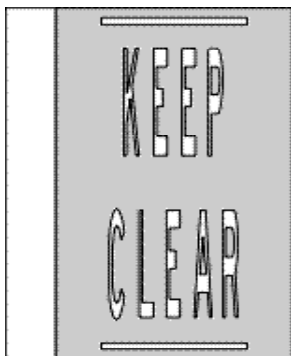
Maximum penalty—20 penalty units.

- (2) In this section—

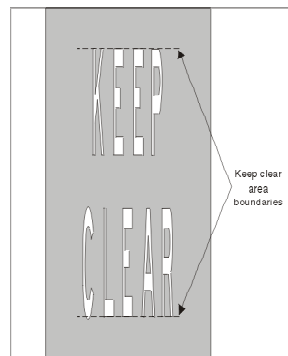
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“keep clear marking” means the words ‘keep clear’ marked across all or part of a road, with or without continuous lines marked across all or part of the road.

Examples—



Keep clear marking bounded by line road markings



Keep clear marking with no line road markings

97 Road access signs

(1) A driver must not drive on a length of road to which a road access sign applies if information on or with the sign indicates that the driver or the driver’s vehicle is not permitted beyond the sign.

Maximum penalty—20 penalty units.

(2) A road access sign on a road applies to the length of road beginning at the sign (including any road into which the length of road merges) and ending—

- (a) if the sign is on a freeway—at an end freeway sign or end road access sign on the road; or
- (b) if the sign is not on a freeway—at the nearer of the following—
 - (i) if the road ends at a T-intersection or dead end—the end of the road;
 - (ii) an end road access sign on the road.

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Example—

A road access sign on an access ramp to a freeway applies to the access ramp and the freeway into which the access ramp merges.

Examples—



Road access sign



End freeway sign



End road access sign

98 One-way signs

(1) A driver must not drive on a length of road to which a one-way sign applies except in the direction indicated by the arrow on the sign.

Maximum penalty—20 penalty units.

(2) A one-way sign on a road applies to the length of road beginning at the sign and ending at the nearer of the following—

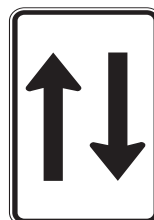
- (a) a two-way sign on the road;
- (b) a keep left sign on the road;
- (c) another sign or road marking on the road that indicates that the road is a two-way road;

(d) if the road ends at a T-intersection—the end of the road.

Examples—



One-way sign



Two-way sign

99 Keep left and keep right signs

(1) A driver driving past a keep left sign must drive to the left of the sign.

Maximum penalty—20 penalty units.

(2) A driver driving past a keep right sign must drive to the right of the sign.

Maximum penalty—20 penalty units.

Examples—



Keep left sign



Keep right sign

100 No entry signs

A driver must not drive past a no entry sign.

Maximum penalty—20 penalty units.

Example—



No entry sign

101 Hand-held stop signs

(1) A driver approaching a hand-held stop sign must stop before reaching the sign.

Maximum penalty—20 penalty units.

(2) The driver must not proceed until the holder of the sign—

- (a) no longer displays the sign towards the driver; or
- (b) otherwise indicates that the driver may proceed.

Maximum penalty—20 penalty units.

Examples of hand-held stop signs—



Division 3—Signs for trucks, buses and other large vehicles

102 Clearance and low clearance signs

(1) A driver must not drive past a clearance sign, or a low clearance sign, if the driver's vehicle, or any vehicle connected to it, is higher than the height (in metres) indicated by the sign.

Maximum penalty—20 penalty units.

(2) In this section—

“**vehicle**” includes any load carried by the vehicle.

Examples—



Clearance sign



Low clearance sign

103 Load limit signs

(1) A driver must not drive past a bridge load limit (gross mass) sign or gross load limit sign if the total of the gross mass (in tonnes) of the driver’s vehicle, and any vehicle connected to it, is more than the gross mass indicated by the sign.

Maximum penalty—20 penalty units.

(2) A driver must not drive past a bridge load limit (mass per axle group) sign if the mass (in tonnes) carried by an axle group of the driver’s vehicle, or any vehicle connected to it, is more than the mass indicated by the sign for the axle group.

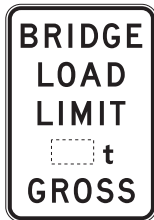
Maximum penalty—20 penalty units.

(3) In this section—

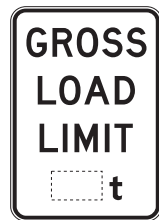
Transport Operations (Road Use Management—Road Rules) Regulation 1999

“**vehicle**” includes any load carried by the vehicle.

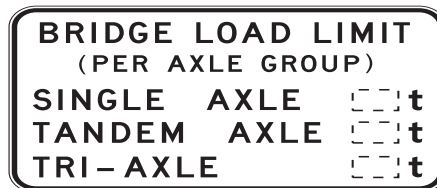
Examples—



Bridge load limit (gross mass) sign



Gross load limit sign



Bridge load limit (mass per axle group) sign

104 No trucks signs

(1) A driver (except the driver of a bus) must not drive past a no trucks sign that has information on or with it indicating a mass if the GVM of the driver’s vehicle (or, if the driver is driving a combination, any vehicle in the combination) is more than that mass.

Maximum penalty—20 penalty units.

(2) A driver (except the driver of a bus) must not drive past a no trucks sign that has information on or with it indicating a length if the length of the driver’s vehicle (or, if the driver is driving a combination, the length of the combination) is longer than that length.

Maximum penalty—20 penalty units.

(3) The driver of a truck must not drive past a no trucks sign that has no information on or with it indicating a mass or length.

Maximum penalty—20 penalty units.

Example—



No trucks sign

105 Trucks must enter signs

If the driver of a truck drives past a trucks must enter sign, the driver must enter the area indicated by information on or with the sign.

Maximum penalty—20 penalty units.

Example—



Trucks must enter sign

106 No buses signs

(1) The driver of a bus must not drive past a no buses sign that has information on or with it indicating a mass if the GVM of the bus is more than that mass.

Maximum penalty—20 penalty units.

(2) The driver of a bus must not drive past a no buses sign that has information on or with it indicating a length if the bus is longer than that length.

Maximum penalty—20 penalty units.

(3) The driver of a bus must not drive past a no buses sign that has no information on or with it indicating a mass or length.

Maximum penalty—20 penalty units.

Example—



No buses sign

107 Buses must enter signs

If the driver of a bus drives past a buses must enter sign, the driver must enter the area indicated by information on or with the sign.

Maximum penalty—20 penalty units.

Example—



Buses must enter sign

108 Trucks and buses low gear signs

(1) If the driver of a truck or bus is driving on a length of road to which a trucks and buses low gear sign applies, the driver must drive the truck or bus in a gear that is low enough to limit the speed of the truck or bus without the use of a primary brake.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

Maximum penalty—20 penalty units.

(2) Subsection (1) does not apply to the driver of a bus if information on or with the sign indicates that it applies only to trucks.

(3) A trucks and buses low gear sign on a road applies to the length of road beginning at the sign and ending—

- (a) if information on or with the sign indicates a distance—at that distance on the road from the sign; or
- (b) in any other case—at an end trucks and buses low gear sign on the road.

(4) In this section—

“**primary brake**” means the footbrake, or other brake, fitted to a truck or bus that is normally used to slow or stop the vehicle.

Examples—



Trucks and buses low gear sign



End trucks and buses low gear sign

PART 9—ROUNDBABOUTS

109 What is a roundabout

A “**roundabout**” is an intersection with—

- (a) one or more marked lanes, or lines of traffic, all of which are for the use of vehicles travelling in the same direction around a central traffic island; and

(b) a roundabout sign at each entrance.

Example—



Roundabout sign

110 Meaning of halfway around a roundabout

A driver leaves a roundabout **“halfway around”** the roundabout if the driver leaves the roundabout on a road that is straight ahead, or substantially straight ahead, from the road on which the driver enters the roundabout.

111 Entering a roundabout from a multi-lane road or a road with 2 or more lines of traffic travelling in the same direction

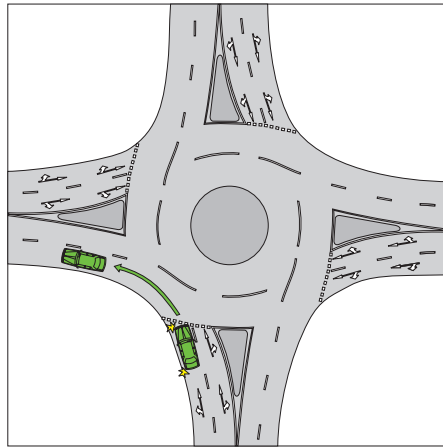
(1) A driver entering a roundabout from a multi-lane road, or a road with 2 or more lines of traffic travelling in the same direction as the driver, must enter the roundabout in accordance with this section.

Maximum penalty—20 penalty units.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

(2) If the driver is to leave the roundabout less than halfway around it, the driver must enter the roundabout from the left marked lane or left line of traffic.

Example—

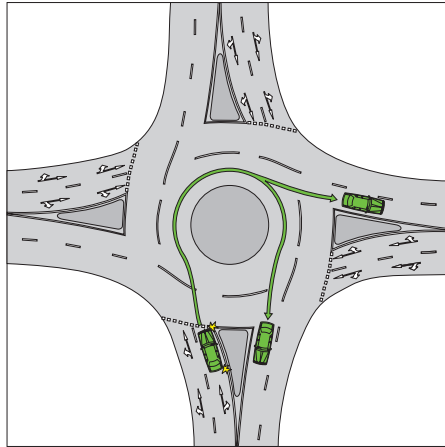


Example 1
Leaving a roundabout less than halfway around it

Transport Operations (Road Use Management—Road Rules) Regulation 1999

(3) If the driver is to leave the roundabout more than halfway around it, the driver must enter the roundabout from the right marked lane or right line of traffic.

Example—

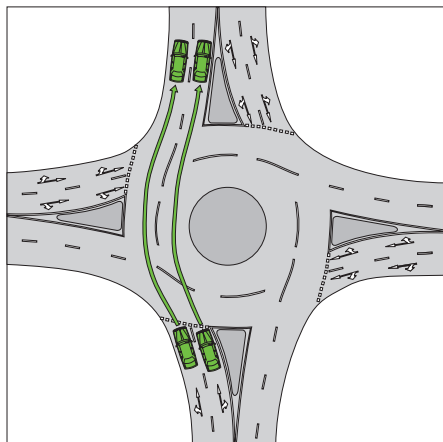


Example 2
Leaving a roundabout more than halfway around it

Transport Operations (Road Use Management—Road Rules) Regulation 1999

(4) If the driver is to leave the roundabout halfway around it, the driver may enter the roundabout from any marked lane or line of traffic.

Example—



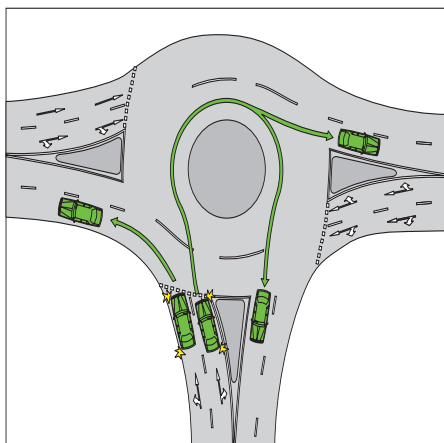
Example 3
Leaving a roundabout halfway around it

(5) Despite subsections (2) to (4), if the driver is entering the roundabout from a marked lane and there are traffic lane arrows applying to the lane, the driver must—

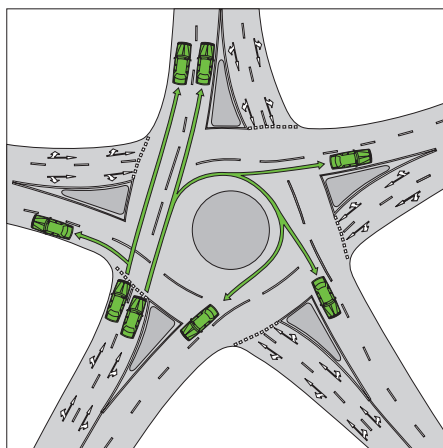
- (a) if the arrows indicate a single direction—drive in that direction after entering the roundabout; or
- (b) if the arrows indicate 2 or more directions—drive in one of those directions after entering the roundabout.

(6) Subsection (3) does not apply to the rider of a bicycle or animal.

Examples—



Example 4
Roundabout with 3 entry points



Example 5
Roundabout with 5 entry points

112 Giving a left change of direction signal when entering a roundabout

(1) This section applies to a driver entering a roundabout if—

- (a) the driver is to leave the roundabout at the first exit after entering the roundabout; and
- (b) the exit is less than halfway around the roundabout.

(2) The driver must give a left change of direction signal when the driver is entering the roundabout.

Maximum penalty—20 penalty units.

(3) The driver must continue to give the change of direction signal until the driver has left the roundabout.

Maximum penalty—20 penalty units.

(4) This section does not apply to a driver if the driver's vehicle is not fitted with direction indicator lights.

113 Giving a right change of direction signal when entering a roundabout

(1) This section applies to a driver entering a roundabout if the driver is to leave the roundabout more than halfway around it.

(2) The driver must give a right change of direction signal when the driver is entering the roundabout.

Maximum penalty—20 penalty units.

(3) The driver must continue to give the change of direction signal while the driver is driving in the roundabout, unless—

- (a) the driver is changing marked lanes, or entering another line of traffic; or
- (b) the driver's vehicle is not fitted with direction indicator lights.

Maximum penalty—20 penalty units.

114 Giving way when entering or driving in a roundabout

(1) A driver entering a roundabout must give way to—

- (a) any vehicle in the roundabout; and
- (b) a tram that is entering or approaching the roundabout.

Maximum penalty—20 penalty units.

(2) A driver driving in a roundabout must give way to a tram that is in, entering or approaching the roundabout.

Maximum penalty—20 penalty units.

(3) In this section—

“**tram**” includes a bus travelling along tram tracks.

115 Driving in a roundabout to the left of the central traffic island

(1) A driver driving in a roundabout must drive to the left of the central traffic island in the roundabout, unless subsection (2) or (3) applies to the driver.

Maximum penalty—20 penalty units.

(2) This subsection applies to a driver if—

- (a) the driver's vehicle is too large to drive in the roundabout without driving on the edge of the central traffic island; and
 - (b) the driver can safely drive on the edge of the central traffic island.
- (3) This subsection applies to a driver if—
- (a) the driver's vehicle is too large to drive in the roundabout without driving over the central traffic island; and
 - (b) the central traffic island is designed to allow a vehicle of that kind to be driven over it.

116 Obeying traffic lane arrows when driving in or leaving a roundabout

If a driver is driving in a marked lane in a roundabout and there are traffic lane arrows applying to the lane, the driver must—

- (a) if the arrows indicate a single direction—drive in or leave the roundabout in that direction; or
- (b) if the arrows indicate 2 or more directions—drive in or leave the roundabout in one of those directions.

Maximum penalty—20 penalty units.

117 Giving a change of direction signal when changing marked lanes or lines of traffic in a roundabout

(1) A driver driving in a roundabout must give a left change of direction signal before the driver changes marked lanes to the left, or enters a line of traffic to the left, in the roundabout, unless the driver's vehicle is not fitted with direction indicator lights.

Maximum penalty—20 penalty units.

(2) A driver driving in a roundabout must give a right change of direction signal before the driver changes marked lanes to the right, or enters a line of traffic to the right, in the roundabout.

Maximum penalty—20 penalty units.

118 Giving a left change of direction signal when leaving a roundabout

(1) If practicable, a driver driving in a roundabout must give a left change of direction signal when leaving the roundabout.

Maximum penalty—20 penalty units.

(2) The driver must stop giving the change of direction signal as soon as the driver has left the roundabout.

Maximum penalty—20 penalty units.

(3) This section does not apply to a driver if the driver's vehicle is not fitted with direction indicator lights.

119 Giving way by the rider of a bicycle or animal to a vehicle leaving a roundabout

The rider of a bicycle or animal who is riding in the far left marked lane of a roundabout with 2 or more marked lanes, or the far left line of traffic in a roundabout with 2 or more lines of traffic, must give way to any vehicle leaving the roundabout.

Maximum penalty—20 penalty units.

PART 10—LEVEL CROSSINGS

120 What is a level crossing

(1) A “level crossing” is—

- (a) an area where a road and a railway meet at substantially the same level, whether or not there is a level crossing sign on the road at all or any of the entrances to the area; or
- (b) an area where a road and tram tracks meet at substantially the same level and that has a level crossing sign on the road at each entrance to the area.

(2) In this section—

“road” does not include a road-related area.

Examples of level crossing signs—



121 Stopping and giving way at a stop sign at a level crossing

A driver at a level crossing with a stop sign must—

- (a) stop at the stop line or, if there is no stop line, at the stop sign; and
- (b) give way to any train or tram on, approaching or entering the crossing.

Maximum penalty—20 penalty units.

Example—



Stop sign

122 Giving way at a give way sign or give way line at a level crossing

A driver at a level crossing with a give way sign or give way line must give way to any train or tram on, approaching or entering the crossing.

Maximum penalty—20 penalty units.

Example—



Give way sign

123 Entering a level crossing when a train or tram is approaching etc

A driver must not enter a level crossing if—

- (a) warning lights (for example, twin red lights or rotating red lights) are operating or warning bells are ringing; or
- (b) a gate, boom or barrier at the crossing is closed or is opening or closing; or
- (c) a train or tram is on or entering the crossing; or
- (d) a train or tram approaching the crossing can be seen from the crossing, or is sounding a warning, and there would be a danger of a collision with the train or tram if the driver entered the crossing; or
- (e) the driver can not drive through the crossing because the crossing, or a road beyond the crossing, is blocked.

Maximum penalty—20 penalty units.

Example for paragraph (e)—

The crossing, or a road beyond the crossing, may be blocked by congested traffic, a disabled vehicle, a collision between vehicles or between a vehicle and a pedestrian, or by stock on the road.

124 Leaving a level crossing

A driver who enters a level crossing must leave the level crossing as soon as the driver can do so safely.

Maximum penalty—20 penalty units.

PART 11—KEEPING LEFT, OVERTAKING AND OTHER DRIVING RULES

Division 1—General

125 Unreasonably obstructing drivers or pedestrians

(1) A driver must not unreasonably obstruct the path of another driver or a pedestrian.

Maximum penalty—20 penalty units.

(2) For this section, a driver does not unreasonably obstruct the path of another driver or a pedestrian only because—

- (a) the driver is stopped in traffic; or
- (b) the driver is driving more slowly than other vehicles (unless the driver is driving abnormally slowly in the circumstances).

Example of a driver driving abnormally slowly—

A driver driving at a speed of 20 km/h on a length of road to which a speed limit of 80 km/h applies when there is no reason for the driver to drive at that speed on the length of road.

126 Keeping a safe distance behind vehicles

A driver must drive a sufficient distance behind a vehicle travelling in front of the driver so the driver can, if necessary, stop safely to avoid a collision with the vehicle.

Maximum penalty—20 penalty units.

127 Keeping a minimum distance between long vehicles

(1) The driver of a long vehicle must drive at least the required minimum distance behind another long vehicle travelling in front of the driver, unless the driver is—

- (a) driving on—
 - (i) a multi-lane road; or
 - (ii) a length of road in a built-up area; or

(b) overtaking.

Maximum penalty—20 penalty units.

(2) In this section—

“long vehicle” means a vehicle that, together with any load or projection, is 7.5m long, or longer.

“required minimum distance” means—

(a) for a long vehicle in a road train area—200 m; or

(b) for a long vehicle in another area—60 m.

“road train area” means an area where road trains may be driven under a permit or guideline under the *Transport Operations (Road Use Management) Regulation 1995*.

128 Entering blocked intersections

A driver must not enter an intersection if the driver can not drive through the intersection because the intersection, or a road beyond the intersection, is blocked.

Maximum penalty—20 penalty units.

Example—

The intersection, or a road beyond the intersection, may be blocked by congested traffic, a disabled vehicle, a collision between vehicles or between a vehicle and a pedestrian, or by a fallen load on the road.

Division 2—Keeping to the left

129 Keeping to the far left side of a road

(1) A driver on a road (except a multi-lane road or a road with 2 or more lines of traffic travelling in the same direction as the driver) must drive as near as practicable to the far left side of the road.

Maximum penalty—20 penalty units.

(2) This section does not apply to the rider of a motorbike.

(3) In this section—

“road” does not include a road-related area.

130 Keeping to the left on a multi-lane road

- (1) This section applies to a driver driving on a multi-lane road if—
- (a) the speed limit applying to the driver for the length of road where the driver is driving is over 80 km/h; or
 - (b) a keep left unless overtaking sign applies to the length of road where the driver is driving.
- (2) The driver must not drive in the right lane unless—
- (a) the driver is—
 - (i) turning right or making a U-turn from the centre of the road; and
 - (ii) giving a right change of direction signal; or
 - (b) the driver is overtaking; or
 - (c) a left lane must turn left sign or left traffic lane arrows apply to any other lane and the driver is not turning left; or
 - (d) the driver is required to drive in the right lane under section 159;³ or
 - (e) the driver is avoiding an obstruction; or
 - (f) the traffic in each other lane is congested; or
 - (g) the traffic in every lane is congested.

Maximum penalty—20 penalty units.

(3) A keep left unless overtaking sign on a multi-lane road applies to the length of road beginning at the sign and ending at the nearest of the following—

- (a) an end keep left unless overtaking sign on the road;
- (b) a traffic sign or road marking on the road that indicates that the road is no longer a multi-lane road;
- (c) if the road ends at a T-intersection or dead end—the end of the road.

(4) In this section—

³ Section 159 (Marked lanes required to be used by particular kinds of vehicles)

“**lane**”, for a driver, means a marked lane for vehicles travelling in the same direction as the driver, but does not include a special purpose lane in which the driver is not permitted to drive.

Examples—



Keep left unless overtaking sign



End keep left unless overtaking sign

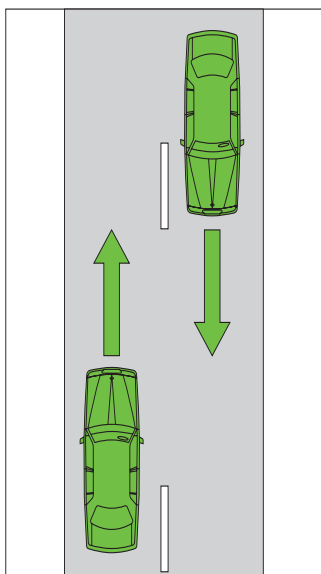
131 Keeping to the left of oncoming vehicles

A driver must drive to the left of any oncoming vehicle unless—

- (a) the driver is turning right at an intersection; and
- (b) the driver is passing an oncoming vehicle turning right at the intersection; and
- (c) there is no traffic sign or road marking indicating that the driver must pass to the left of the oncoming vehicle.

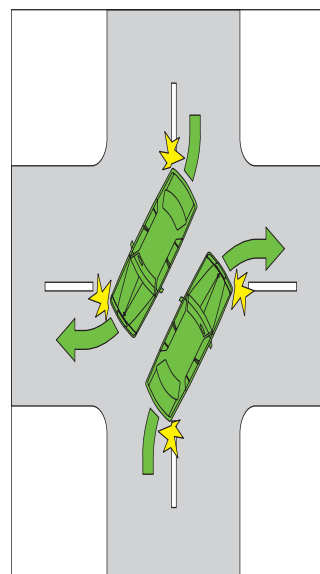
Maximum penalty—20 penalty units.

Examples—



Example 1

Driving to the left of an oncoming vehicle



Example 2

Oncoming vehicles turning right passing to the right of each other

132 Keeping to the left of the centre of a road or the dividing line

(1) A driver on a two-way road without a dividing line or median strip must drive to the left of the centre of the road, except as permitted under section 133 or 139(1).⁴

Maximum penalty—20 penalty units.

(2) A driver on a road with a dividing line (except 2 continuous dividing lines) must drive to the left of the dividing line, except as permitted under section 134⁵ or 139(2).

Maximum penalty—20 penalty units.

4 Section 133 (Exceptions to keeping to the left of the centre of a road) or 139 (Exceptions for avoiding obstructions on a road)

5 Section 134 (Exceptions to keeping to the left of a dividing line)

Transport Operations (Road Use Management—Road Rules) Regulation 1999

(3) A driver on a road with 2 continuous dividing lines must drive to the left of the dividing lines, except as permitted under section 134 or 139(2).

Maximum penalty—20 penalty units.

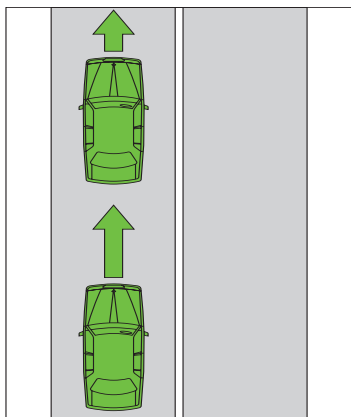
(4) This section, and sections 133, 134 and 139(1) and (2), apply to a service road to which a two-way sign applies as if it were a separate road, but do not apply to any other service road.

Example of two-way sign—

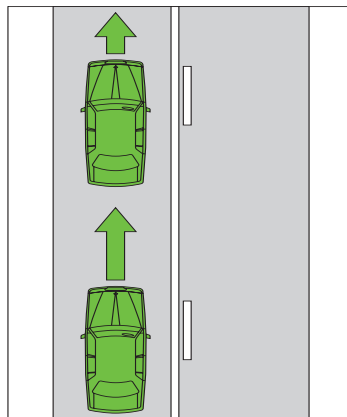


Two-way sign

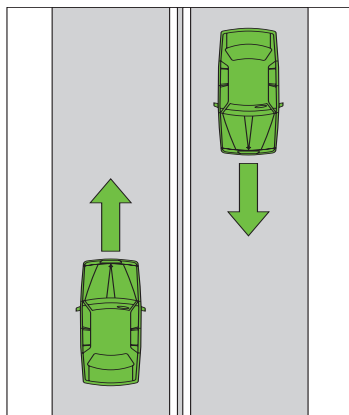
Examples for subsection (2)—



Example 1
Driving to the left of a single continuous dividing line only



Example 2
Driving to the left of a single continuous dividing line to the left of a broken dividing line



Example 3
Driving to the left of 2 parallel continuous dividing lines

133 Exceptions to keeping to the left of the centre of a road

(1) This section applies to a driver on a two-way road without a dividing line or median strip.

(2) The driver may drive to the right of the centre of the road—

- (a) to overtake another driver; or
- (b) to enter or leave the road; or
- (c) to enter a part of the road of 1 kind from a part of the road of another kind (for example, moving to or from a service road or emergency stopping lane).

(3) The driver may also drive to the right of the centre of the road if—

- (a) because of the width or condition of the road, it is not practicable to drive to the left of the centre of the road; and
- (b) the driver can do so safely.

134 Exceptions to keeping to the left of a dividing line

(1) This section applies to a driver on a road with a dividing line.

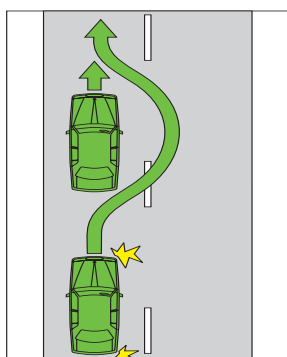
Transport Operations (Road Use Management—Road Rules) Regulation 1999

(2) If the dividing line is a broken dividing line only, or a broken dividing line to the left of a single continuous dividing line, the driver may drive to the right of the dividing line to overtake another driver.

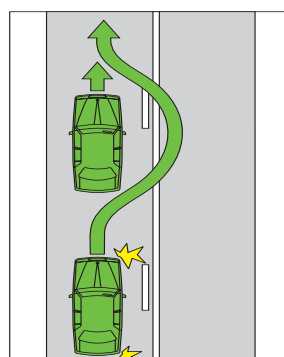
(3) If the dividing line is not 2 parallel continuous dividing lines, the driver may drive to the right of the dividing line—

- (a) to enter or leave the road; or
- (b) to enter a part of the road of 1 kind from a part of the road of another kind (for example, moving to or from a service road or emergency stopping lane).

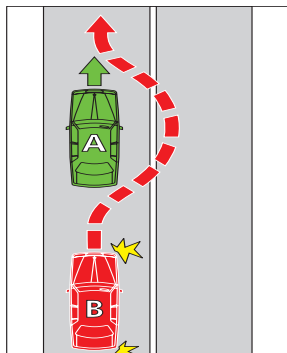
Examples—



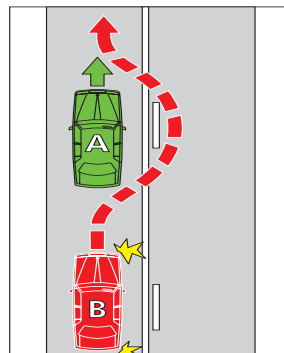
Example 1
Driving to the right of the centre of the road permitted—overtaking on a road with a broken dividing line only



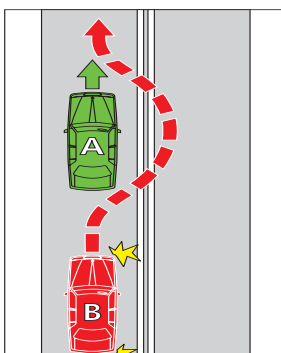
Example 2
Driving to the right of the centre of the road permitted—overtaking on a road with a broken dividing line to the left of a single continuous dividing line



Example 3
Driving to the right of the centre of the road not permitted—overtaking on a road with a single continuous dividing line only



Example 4
Driving to the right of the centre of the road not permitted—overtaking on a road with a single continuous dividing line to the left of a broken dividing line



Example 5
Driving to the right of the centre of the road not permitted—overtaking on a road with 2 parallel continuous dividing lines

135 Keeping to the left of a median strip

(1) A driver on a road with a median strip must drive to the left of the median strip, unless the driver is—

- (a) entering or driving in a median strip parking area; or
- (b) required to drive to the right of the median strip by a keep right sign.

Maximum penalty—20 penalty units.

(2) In this section—

“**median strip**” does not include a painted island.

Example—



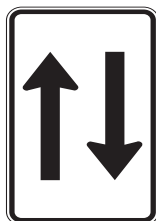
Keep right sign

136 Driving on a one-way service road

A driver on the part of the road that is a service road (except a service road to which a two-way sign applies) must drive in the same direction as a vehicle travelling on the part of the road used by the main body of moving vehicles in the marked lane or line of traffic closest to the service road.

Maximum penalty—20 penalty units.

Example—



Two-way sign

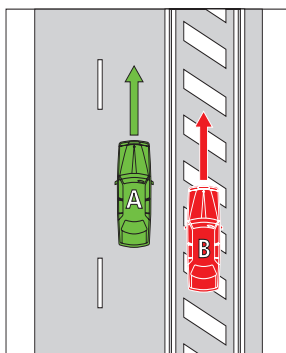
137 Section number not used

138 Keeping off a painted island

(1) A driver must not drive on or over a single continuous line, or 2 parallel continuous lines, along a side of or surrounding a painted island, except as permitted under this section or section 139(4).

Maximum penalty—20 penalty units.

Example—



Painted island surrounded by 2 parallel continuous lines

In this example, vehicle B is contravening the section.

(2) A driver may drive on or over a single continuous line along the side of or surrounding a painted island—

- (a) to enter or leave the road; or
- (b) to enter a turning lane that begins immediately after the painted island.

139 Exceptions for avoiding obstructions on a road

(1) A driver on a two-way road without a dividing line or median strip may drive to the right of the centre of the road to avoid an obstruction if—

- (a) the driver has a clear view of any approaching traffic; and

Transport Operations (Road Use Management—Road Rules) Regulation 1999

- (b) it is necessary and reasonable, in all the circumstances, for the driver to drive to the right of the centre of the road to avoid the obstruction; and
- (c) the driver can do so safely.

(2) A driver on a road with a dividing line may drive to the right of the dividing line to avoid an obstruction if—

- (a) the driver has a clear view of any approaching traffic; and
- (b) it is necessary and reasonable, in all the circumstances, for the driver to drive to the right of the dividing line to avoid the obstruction; and
- (c) the driver can do so safely.

(3) For subsection (2), if the dividing line is a single continuous dividing line to the left of a broken dividing line, a single continuous dividing line only or 2 parallel continuous dividing lines, the hazard in driving to the right of such a dividing line must be taken into account in deciding whether it is reasonable to drive to the right of the dividing line.

(4) A driver may drive on a dividing strip, or on or over a single continuous line, or 2 parallel continuous lines, along a side of or surrounding a painted island, to avoid an obstruction if—

- (a) the driver has a clear view of any approaching traffic; and
- (b) it is necessary and reasonable to drive on the dividing strip or painted island to avoid the obstruction; and
- (c) the driver can do so safely.

Division 3—Overtaking

140 No overtaking unless safe to do so

A driver must not overtake a vehicle unless—

- (a) the driver has a clear view of any approaching traffic; and
- (b) the driver can safely overtake the vehicle.

Maximum penalty—20 penalty units.

141 No overtaking etc to the left of a vehicle

(1) A driver (except the rider of a bicycle) must not overtake a vehicle to the left of the vehicle unless—

- (a) the driver is driving on a multi-lane road and the vehicle can be safely overtaken in a marked lane to the left of the vehicle; or
- (b) the vehicle is turning right, or making a U–turn from the centre of the road, and is giving a right change of direction signal.

Maximum penalty—20 penalty units.

(2) The rider of a bicycle must not ride past, or overtake, to the left of a vehicle that is turning left and is giving a left change of direction signal.

Maximum penalty—20 penalty units.

(3) In this section—

“**turning right**” does not include making a hook turn.

“**vehicle**” does not include a bus travelling along tram tracks, or any vehicle displaying a do not overtake turning vehicle sign.

142 No overtaking to the right of a vehicle turning right etc

(1) A driver must not overtake to the right of a vehicle if the vehicle is—

- (a) turning right or making a U–turn from the centre of the road; and
- (b) giving a right change of direction signal.

Maximum penalty—20 penalty units.

(2) In this section—

“**turning right**” does not include making a hook turn.

“**vehicle**” does not include a bus travelling along tram tracks, or any vehicle displaying a do not overtake turning vehicle sign.

143 Passing or overtaking a vehicle displaying a do not overtake turning vehicle sign

(1) A driver must not drive past, or overtake, to the left of a vehicle displaying a do not overtake turning vehicle sign if the vehicle is turning left and is giving a left change of direction signal, unless it is safe to do so.

Maximum penalty—20 penalty units.

(2) A driver must not drive past, or overtake, to the right of a vehicle displaying a do not overtake turning vehicle sign if the vehicle is turning right, or making a U-turn from the centre of the road, and is giving a right change of direction signal, unless it is safe to do so.

Maximum penalty—20 penalty units.

Example—

A driver driving on a multi-lane road who is turning right at an intersection to which a right turn only sign applies may drive past a vehicle displaying a do not overtake turning vehicle sign that is turning right from another marked lane, and giving a right change of direction signal, if it is safe to do so.

(3) In this section—

“**turning right**” does not include making a hook turn.

Examples of do not overtake turning vehicle signs—



144 Keeping a safe distance when overtaking

A driver overtaking a vehicle—

- (a) must pass the vehicle at a sufficient distance to avoid a collision with the vehicle or obstructing the path of the vehicle; and
- (b) must not return to the marked lane or line of traffic where the vehicle is travelling until the driver is a sufficient distance past the vehicle to avoid a collision with the vehicle or obstructing the path of the vehicle.

Maximum penalty—20 penalty units.

145 Driver being overtaken not to increase speed

If a driver is overtaking another driver on a two-way road by crossing a dividing line, or crossing to the right of the centre of the road, the other driver must not increase the speed at which the driver is driving until the first driver—

- (a) has passed the other driver; and
- (b) has returned to the marked lane or line of traffic where the other driver is driving; and
- (c) is a sufficient distance in front of the other driver to avoid a collision.

Maximum penalty—20 penalty units.

Division 4—Driving in marked lanes or lines of traffic

146 Driving within a single marked lane or line of traffic

(1) A driver on a multi-lane road must drive so the driver's vehicle is completely in a marked lane, unless the driver is—

- (a) entering a part of the road of 1 kind from a part of the road of another kind (for example, moving to or from a service road, a shoulder of the road or emergency stopping lane); or
- (b) entering or leaving the road; or
- (c) moving from 1 marked lane to another marked lane; or
- (d) avoiding an obstruction; or
- (e) obeying a traffic control device applying to the marked lane; or
- (f) permitted to drive in more than 1 marked lane under this regulation.

Maximum penalty—20 penalty units.

(2) A driver on a road with 2 or more lines of traffic travelling in the same direction as the driver, but without marked lanes, must drive so the driver's vehicle is completely in a single line of traffic unless—

- (a) it is not practicable to drive completely in a single line of traffic; or

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- (b) the driver is entering a part of the road of 1 kind from a part of the road of another kind (for example, moving to or from a service road, a shoulder of the road or an emergency stopping lane); or
- (c) the driver is entering or leaving the road; or
- (d) the driver is moving from 1 line of traffic to another line of traffic; or
- (e) the driver is avoiding an obstruction.

Maximum penalty—20 penalty units.

147 Moving from 1 marked lane to another marked lane across a continuous line separating the lanes

A driver on a multi-lane road must not move from 1 marked lane to another marked lane by crossing a continuous line separating the lanes unless—

- (a) the driver is avoiding an obstruction; or
- (b) the driver is obeying a traffic control device applying to the first marked lane; or
- (c) the driver is permitted to drive in both marked lanes under this regulation; or
- (d) either of the marked lanes is a special purpose lane in which the driver is permitted to drive under this regulation and the driver is moving to or from the special purpose lane.

Maximum penalty—20 penalty units.

148 Giving way when moving from 1 marked lane or line of traffic to another marked lane or line of traffic

(1) A driver on a multi-lane road who is moving from 1 marked lane (whether or not the lane is ending) to another marked lane must give way to any vehicle travelling in the same direction as the driver in the marked lane to which the driver is moving.

Maximum penalty—20 penalty units.

(2) A driver on a road with 2 or more lines of traffic travelling in the same direction as the driver, and who is moving from 1 line of traffic to

another line of traffic, must give way to any vehicle travelling in the same direction as the driver in the line of traffic to which the driver is moving.

Maximum penalty—20 penalty units.

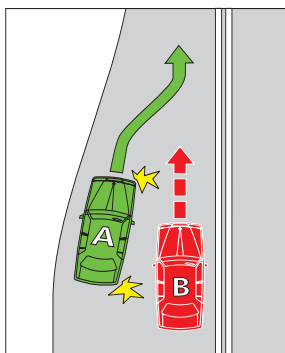
(3) Subsection (2) does not apply to a driver if the line of traffic in which the driver is driving is merging with the line of traffic to which the driver is moving.

149 Giving way when lines of traffic merge into a single line of traffic

A driver in a line of traffic that is merging with 1 or more lines of traffic travelling in the same direction as the driver must give way to a vehicle in another line of traffic if any part of the vehicle is ahead of the driver's vehicle.

Maximum penalty—20 penalty units.

Example—



Giving way when lines of traffic merge into a single line of traffic

In this example, vehicle B must give way to vehicle A.

150 Driving on or across a continuous white edge line

(1) A driver must not drive on or over a continuous white edge line on a road unless the driver is—

- (a) turning at an intersection; or
- (b) entering or leaving the road; or

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- (c) entering a part of the road of 1 kind from a part of the road of another kind (for example, moving to or from a service road, a shoulder of the road or an emergency stopping lane); or
- (d) overtaking a vehicle that is—
 - (i) turning right or making a U-turn from the centre of the road; and
 - (ii) giving a right change of direction signal; or
- (e) driving a slow-moving vehicle; or
- (f) stopping at the side of the road; or
- (g) driving a vehicle that is too wide, or too long, to drive on the road without driving on or over the edge line.

Maximum penalty—20 penalty units.

- (2) This section does not apply to the rider of a bicycle or animal.

151 Riding a motorbike or bicycle alongside more than 1 other rider

(1) The rider of a motorbike or bicycle must not ride on a road that is not a multi-lane road alongside more than 1 other rider, unless subsection (3) applies to the rider.

Maximum penalty—20 penalty units.

(2) The rider of a motorbike or bicycle must not ride in a marked lane alongside more than 1 other rider in the marked lane, unless subsection (3) applies to the rider.

Maximum penalty—20 penalty units.

(3) The rider of a motorbike or bicycle may ride alongside more than 1 other rider if the rider is overtaking the other riders.

(4) If the rider of a motorbike or bicycle is riding on a road that is not a multi-lane road alongside another rider, or in a marked lane alongside another rider in the marked lane, the rider must ride not over 1.5 m from the other rider.

Maximum penalty—20 penalty units.

- (5) In this section—

“road” does not include a road-related area, but includes a bicycle path, a shared path and any shoulder of the road.

Division 5—Obeying overhead lane control devices applying to marked lanes

152 Complying with overhead lane control devices

(1) A driver in a marked lane to which an overhead lane control device applies must comply with this section.

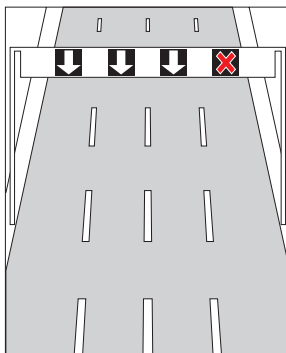
Maximum penalty—20 penalty units.

(2) If the device displays an illuminated red diagonal cross or is a traffic sign displaying a red diagonal cross, the driver must not drive in the marked lane past the device.

(3) If the device displays a flashing illuminated red diagonal cross, the driver must leave the marked lane as soon as it is safe to do so.

(4) If the device displays an illuminated white, green or yellow arrow pointing downwards or indicating 1 or more directions, the driver may drive in the marked lane past the device.

Example—



Overhead lane control device applying to marked lanes

Division 6—Driving in marked lanes designated for special purposes

153 Bicycle lanes

(1) A driver (except the rider of a bicycle) must not drive in a bicycle lane, unless the driver is permitted to drive in the bicycle lane under this section or section 158.⁶

Maximum penalty—20 penalty units.

(2) If stopping or parking is permitted at a place in a bicycle lane under this regulation, a driver may drive for up to 50 m in the bicycle lane to stop or park at that place.

(3) A driver may drive for up to 50 m in a bicycle lane if the driver is—

- (a) driving a bus or taxi; and
- (b) dropping off, or picking up, passengers.

(4) A “bicycle lane” is a marked lane, or the part of a marked lane—

- (a) beginning at a bicycle lane sign applying to the lane; and
- (b) ending at the nearest of the following—
 - (i) an end bicycle lane sign applying to the lane;
 - (ii) an intersection (unless the lane is at the unbroken side of the continuing road at a T–intersection or continued across the intersection by broken lines);
 - (iii) if the road ends at a dead end—the end of the road.

Examples—



Bicycle lane sign



End bicycle lane sign

⁶ Section 158 (Exceptions to driving in special purpose lanes etc)

154 Bus lanes

(1) A driver must not drive in a bus lane, unless the driver is—

- (a) driving—
 - (i) a bus; or
 - (ii) a bicycle or taxi; or
- (b) permitted to drive in the bus lane under section 158.⁷

Maximum penalty—20 penalty units.

(2) A “**bus lane**” is a marked lane, or the part of a marked lane—

- (a) beginning at a bus lane sign; and
- (b) ending at an end bus lane sign.

Examples—



Bus lane sign



End bus lane sign

155 Tram lanes

(1) A driver must not drive a in a tram lane, unless the driver is—

- (a) driving—
 - (i) a tram; or
 - (ii) a bicycle, bus or taxi; or
- (b) permitted to drive in the tram lane under this section or section 158.⁸

Maximum penalty—20 penalty units.

⁷ Section 158 (Exceptions to driving in special purpose lanes etc)

⁸ Section 158 (Exceptions to driving in special purpose lanes etc)

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(2) A driver may drive in a tram lane if the driver is driving a truck and it is necessary for the driver to drive in the tram lane to reach a place to drop off, or pick up, passengers or goods.

(3) A “**tram lane**” is a part of a road with tram tracks that—

- (a) is marked along the left side of the tracks by a continuous yellow line parallel to the tracks; and
- (b) begins at a tram lane sign; and
- (c) ends at an end tram lane sign.

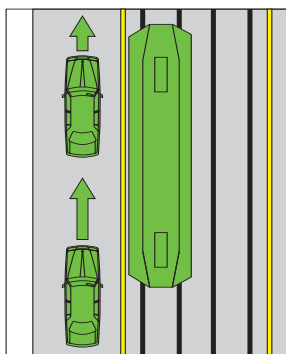
Examples—



Tram lane sign



End tram lane sign



Tram lane

156 Transit lanes

- (1) A driver must not drive in a transit lane, unless—
- (a) the driver is driving—

Transport Operations (Road Use Management—Road Rules) Regulation 1999

- (i) a bicycle, bus, motorbike, taxi or tram; or
 - (ii) if the transit lane sign applying to the transit lane is a transit lane (T2) sign—a vehicle carrying at least 1 other person; or
 - (iii) if the transit lane sign applying to the transit lane is a transit lane (T3) sign—a vehicle carrying at least 2 other people; or
- (b) the driver is permitted to drive in the transit lane under section 158.⁹

Maximum penalty—20 penalty units.

(2) A “**transit lane**” is a marked lane, or the part of a marked lane—

- (a) beginning at a transit lane sign; and
- (b) ending at an end transit lane sign.

Examples of transit lane signs—



Transit lane (T2) sign



Transit lane (T3) sign

Examples of end transit lane signs—



End transit lane (T2) sign



End transit lane (T3) sign

⁹ Section 158 (Exceptions to driving in special purpose lanes etc)

157 Truck lanes

(1) A driver must not drive in a truck lane, unless—

- (a) the driver is driving a truck; or
- (b) the driver is permitted to drive in the truck lane under section 158.

Maximum penalty—20 penalty units.

(2) A “**truck lane**” is a marked lane, or the part of a marked lane—

- (a) beginning at a truck lane sign; and
- (b) ending at an end truck lane sign.

Examples—



Truck lane sign



End truck lane sign

158 Exceptions to driving in special purpose lanes etc

(1) The driver of any vehicle may drive for up to the permitted distance in a bicycle lane, bus lane, tram lane, transit lane or truck lane if it is necessary for the driver to drive in the lane—

- (a) to enter or leave the road; or
- (b) to enter a part of the road of 1 kind from a part of the road of another kind (for example, moving to or from a service road, the shoulder of the road or an emergency stopping lane); or
- (c) to overtake a vehicle that is—
 - (i) turning right, or making a U–turn from the centre of the road; and
 - (ii) giving a right change of direction signal; or

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(d) to enter a marked lane, or a line of traffic, from the side of the road.

(2) The driver of any vehicle may drive in a bicycle lane, bus lane, tram lane, transit lane or truck lane if—

- (a) it is necessary for the driver to drive in the lane to avoid an obstruction; or
- (b) information on or with a traffic sign applying to the lane indicates that the driver may drive in the lane.

(3) It is a defence to the prosecution of a driver for an offence against a provision of this division for driving in a bicycle lane, bus lane, tram lane, transit lane or truck lane if—

- (a) it is necessary for the driver to drive in the lane to stop at a place in the lane; and
- (b) the driver is—
 - (i) permitted to stop at that place under this regulation; or
 - (ii) it is a defence under section 165¹⁰ for the driver to stop at that place; and
- (c) if the lane is a bicycle lane—the driver drives in the lane for no more than the permitted distance.

(4) In this section—

“permitted distance” means—

- (a) for a bicycle lane—50 m; or
- (b) for any other lane—100 m.

159 Marked lanes required to be used by particular kinds of vehicles

(1) If information on or with a traffic sign applying to a length of road indicates that a vehicle of a particular kind must drive in a particular marked lane, a driver driving a vehicle of that kind on the length of road must drive in the indicated lane, unless the driver is—

- (a) avoiding an obstruction; or

¹⁰ Section 165 (Stopping in an emergency etc or to comply with another provision)

Transport Operations (Road Use Management—Road Rules) Regulation 1999

- (b) obeying a traffic control device applying to the indicated lane; or
- (c) permitted to drive in the indicated lane and also another marked lane under this regulation.

Maximum penalty—20 penalty units.

(2) A traffic sign mentioned in this section that is on a road applies to the length of road beginning at the sign and ending at the nearest of the following—

- (a) a traffic sign or road marking on the road that indicates that the first traffic sign no longer applies;
- (b) the next intersection on the road;
- (c) if the road ends at a T-intersection or dead end—the end of the road.

Examples of a traffic sign mentioned in the section and a traffic sign indicating that the first traffic sign no longer applies—



Trucks use left lane sign



End trucks use left lane sign

Division 7—Passing trams and safety zones

160 Passing or overtaking a tram that is not at or near the left side of the road

(1) This section applies to a driver driving on a road with tram tracks that are not at or near the far left side of the road.

(2) The driver must not drive past, or overtake, a tram to the right of the tram.

Maximum penalty—20 penalty units.

(3) The driver must not drive past, or overtake, a tram if the tram is turning left or is giving a left change of direction signal, unless—

- (a) the driver is turning left; and
- (b) there is no danger of a collision with the tram.

Maximum penalty—20 penalty units.

(4) In this section—

“**tram**” includes a bus travelling along tram tracks.

161 Passing or overtaking a tram at or near the left side of a road

(1) This section applies to a driver driving on a road with tram tracks at or near the far left side of the road.

(2) The driver must not drive past, or overtake, a tram to the left of the tram unless the driver is turning left and there is no danger of a collision with the tram.

Maximum penalty—20 penalty units.

(3) The driver must not drive past, or overtake, a tram if the tram is turning right or is giving a right change of direction signal.

Maximum penalty—20 penalty units.

(4) In this section—

“**tram**” includes a bus travelling along tram tracks.

162 Driving past a safety zone

(1) A driver driving past a safety zone—

- (a) must not drive on the safety zone; and
- (b) must drive to the left of the safety zone at a speed that does not put at risk the safety of any pedestrian crossing the road to or from the safety zone.

Maximum penalty—20 penalty units.

(2) A “**safety zone**” is an area of a road—

- (a) at a place with safety zone signs at or near a tram stop; and

- (b) indicated by a structure on the road (for example, a dividing strip, pedestrian refuge or traffic island).

Example—



Safety zone sign

163 Driving past the rear of a stopped tram

- (1) A driver must comply with this section if—
- (a) the driver is driving behind the rear of a tram travelling in the same direction as the driver; and
 - (b) the tram stops, except at the far left side of the road; and
 - (c) there is no safety zone, dividing strip or traffic island between the tram and the part of the road where the driver is driving.

Maximum penalty—20 penalty units.

(2) The driver must not drive past the rear of the tram if a pedestrian is crossing the road between the tram and the far left side of the road.

- (3) The driver may drive past the tram at a speed not over 10 km/h—
- (a) if there are no pedestrians crossing the road between the tram and the far left side of the road; and
 - (b) if the driver is approaching or at traffic lights—the traffic lights are showing a green traffic light, or a green traffic arrow and the driver is turning in the direction indicated by the arrow.

(4) In this section—

“**tram**” includes a bus travelling along tram tracks.

164 Giving way to pedestrians crossing the road near a stopped tram

- (1) A driver must comply with this section if—

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- (a) the driver is driving past, or overtaking, a tram travelling in the same direction as the driver; and
- (b) the tram stops, except at the far left side of the road; and
- (c) there is no safety zone, dividing strip or traffic island between the tram and the part of the road where the driver is driving.

Maximum penalty—20 penalty units.

(2) The driver must stop and give way to any pedestrian crossing the road between the tram and the far left side of the road.

(3) If the driver stops to give way to a pedestrian, the driver must not proceed until there is no pedestrian crossing the road between the tram and the far left side of the road.

(4) If there is no pedestrian crossing the road between the tram and the far left side of the road, the driver may proceed to drive past, or overtake, the tram at a speed not over 10 km/h.

(5) In this section—

“**tram**” includes a bus travelling along tram tracks.

PART 12—RESTRICTIONS ON STOPPING AND PARKING

Division 1—General

164A Minor traffic offences

The offences in this part are prescribed minor traffic offences for section 108 of the Act.

165 Stopping in an emergency etc or to comply with another provision

It is a defence to the prosecution of a driver for an offence against a provision of this part if—

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- (a) the driver stops at a particular place, or in a particular way, to avoid a collision, and the driver stops for no longer than is necessary to avoid the collision; or
- (b) the driver stops at a particular place, or in a particular way, because the driver's vehicle is disabled, and the driver stops for no longer than is necessary for the vehicle to be moved safely to a place where the driver is permitted to park the vehicle under the Act; or
- (c) the driver stops at a particular place, or in a particular way, to deal with a medical or other emergency, and the driver stops for no longer than is necessary in the circumstances; or
- (d) the driver stops at a particular place, or in a particular way, because the condition of the driver, a passenger, or the driver's vehicle makes it necessary for the driver to stop in the interests of safety, and the driver stops for no longer than is necessary in the circumstances; or
- (e) the driver stops at a particular place, or in a particular way, to comply with this regulation, and the driver stops for no longer than is necessary to comply with the other provision.

Example for paragraph (e)—

If a driver stops at an intersection at a stop line, stop sign, or traffic lights, or to give way to a vehicle, the driver does not contravene section 170 (Stopping in or near an intersection).

166 Application of part to bicycles

This part does not apply to a bicycle that is parked at a bicycle rail or in a bicycle rack.

Division 2—No stopping and parking signs and road markings

167 No stopping signs

A driver must not stop on a length of road or in an area to which a no stopping sign applies.

Maximum penalty—20 penalty units.

Examples of no stopping signs—



No stopping sign (for a length of road)



No stopping sign (for an area)

168 No parking signs

(1) The driver of a vehicle must not stop on a length of road or in an area to which a no parking sign applies, unless the driver—

- (a) is dropping off, or picking up, passengers or goods; and
- (b) does not leave the vehicle unattended; and
- (c) completes the dropping off, or picking up, of the passengers or goods, and drives on, as soon as possible and, in any case, within the required time after stopping.

Maximum penalty—20 penalty units.

(2) For this section, a driver leaves a vehicle **“unattended”** if the driver leaves the vehicle so the driver is over 3 m from the closest point of the vehicle.

(3) In this section—

“required time” means—

- (a) 2 minutes; or

- (b) if information on or with the sign indicates another time—the indicated time.

Examples of no parking signs—



No parking sign (for a length of road)



No parking sign (for an area)

169 No stopping on a road with a yellow edge line

A driver must not stop at the side of a road marked with a continuous yellow edge line.

Maximum penalty—20 penalty units.

Division 3—Stopping at intersections and crossings

170 Stopping in or near an intersection

- (1) A driver must not stop in an intersection.

Maximum penalty—20 penalty units.

(2) A driver must not stop on a road within 20 m from the nearest point of an intersecting road at an intersection with traffic lights, unless the driver—

- (a) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
- (b) is permitted to stop at that place under this regulation.

Maximum penalty—20 penalty units.

(3) However, subsection (2) does not apply if a no stopping sign is installed within 20 m from the nearest point.

*Transport Operations (Road Use Management—Road
Rules) Regulation 1999*

Example—

If a no stopping sign is installed 6 m from the nearest point of an intersecting road to which subsection (2) would otherwise apply, it is not an offence against subsection (2) for a driver to stop within 20 m, but more than 6 m, from the nearest point.

(4) A driver must not stop on a road within 10 m from the nearest point of an intersecting road at an intersection without traffic lights, unless—

- (a) the driver—
 - (i) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
 - (ii) is permitted to stop at that place under this regulation; or
- (b) if the intersection is a T–intersection—the driver stops along the continuous side of the continuing road at the intersection.

Maximum penalty—20 penalty units.

(5) However, subsection (4) does not apply if a no stopping sign is installed within 10 m from the nearest point.

(6) For this section, distances are measured—

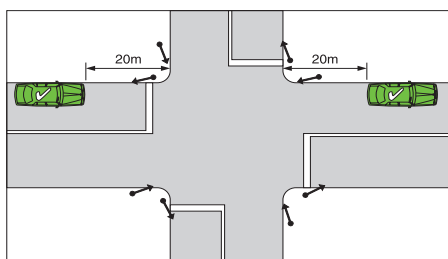
- (a) in the direction in which the driver is driving; and
- (b) as shown in—
 - (i) for subsection (2)—example 1; or
 - (i) for subsection (4)—example 2.

(7) In this section—

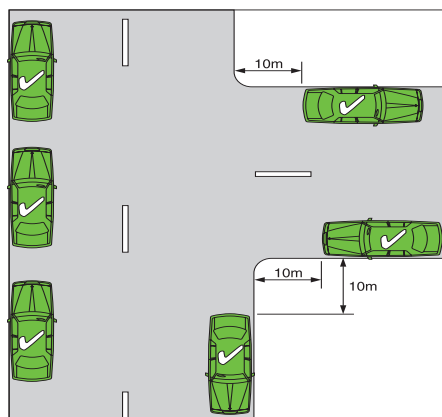
Transport Operations (Road Use Management—Road Rules) Regulation 1999

“road” does not include a road-related area, but includes any shoulder of the road.

Examples—



Example 1
Measurement of distance—intersection with traffic lights



Example 2
Measurement of distance—T-intersection without traffic lights

171 Stopping on or near a children’s crossing

(1) A driver must not stop—

- (a) on a children’s crossing; or
- (b) on the road within 20 m before the crossing or 10 m after the crossing.

Maximum penalty—20 penalty units.

(2) For this section, distances are measured—

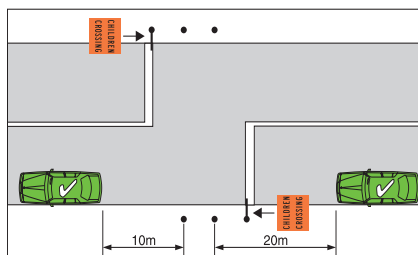
- (a) in the direction in which the driver is driving; and
- (b) as shown in example 1 or 2.

(3) In this section—

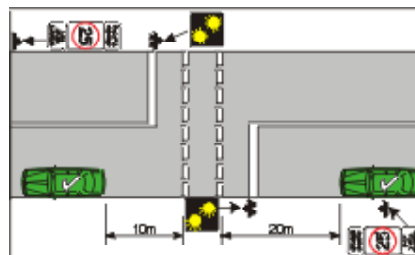
Transport Operations (Road Use Management—Road Rules) Regulation 1999

“road” does not include a road-related area, but includes any shoulder of the road.

Examples—



Example 1
Measurement of distance—children’s crossing with red and white posts



Example 2
Measurement of distance—children’s crossing with 2 parallel continuous or broken lines

172 Stopping on or near a pedestrian crossing (except at an intersection)

(1) A driver must not stop on a pedestrian crossing that is not at an intersection, or on the road within 20 m before the crossing and 10 m after the crossing, unless the driver—

- (a) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
- (b) is permitted to stop at that place under this regulation.

Maximum penalty—20 penalty units.

(2) For this section, distances are measured—

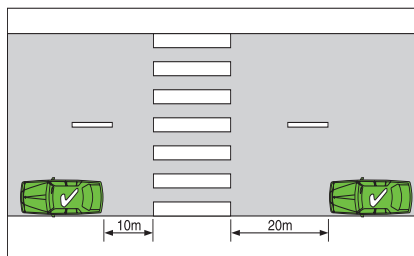
- (a) in the direction in which the driver is driving; and
- (b) as shown in the example.

(3) In this section—

Transport Operations (Road Use Management—Road Rules) Regulation 1999

“**road**” does not include a road-related area, but includes any shoulder of the road.

Example—



Measurement of distance—pedestrian crossing

173 Stopping on or near a marked foot crossing (except at an intersection)

(1) A driver must not stop on a marked foot crossing that is not at an intersection, or on the road within 10 m before the traffic lights pole nearest to the driver at the crossing and 3 m after the crossing, unless the driver—

- (a) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
- (b) is permitted to stop at that place under this regulation.

Maximum penalty—20 penalty units.

(2) For this section, distances are measured—

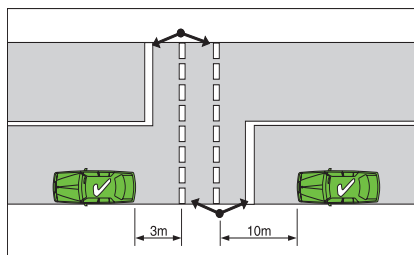
- (a) in the direction in which the driver is driving; and
- (b) as shown in the example.

(3) In this section—

Transport Operations (Road Use Management—Road Rules) Regulation 1999

“road” does not include a road-related area, but includes any shoulder of the road.

Example—



Measurement of distance—marked foot crossing

174 Stopping at or near bicycle crossing lights (except at an intersection)

- (1) This section applies to a place on a road—
- (a) with bicycle crossing lights facing bicycle riders crossing the road; and
 - (b) with traffic lights facing traffic travelling on the road; and
 - (c) that is not at an intersection.

(2) A driver must not stop within 10 m before the traffic lights nearest to the driver at the place, and 3 m after the traffic lights, unless the driver—

- (a) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
- (b) is permitted to stop at that place under this regulation.

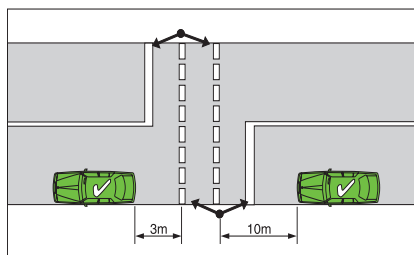
Maximum penalty—20 penalty units.

- (3) For this section, distances are measured—
- (a) in the direction in which the driver is driving; and
 - (b) as shown in the example.
- (4) In this section—

Transport Operations (Road Use Management—Road Rules) Regulation 1999

“road” does not include a road-related area, but includes any shoulder of the road.

Example—



Measurement of distance—bicycle crossing lights

175 Stopping on or near a level crossing

(1) A driver must not stop on a level crossing, or on a road within 20 m before the nearest rail or track to the driver approaching the crossing and 20 m after the nearest rail or track to the driver leaving the crossing, unless the driver—

- (a) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
- (b) is permitted to stop at that place under this regulation.

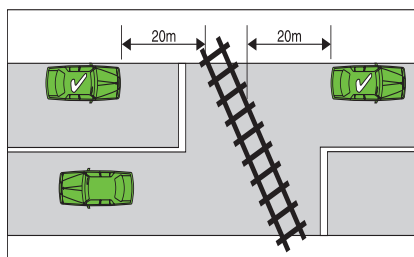
Maximum penalty—20 penalty units.

(2) For this section, distances are measured as shown in the example.

(3) In this section—

“road” does not include a road-related area, but includes any shoulder of the road.

Example—



Measurement of distance—level crossing

Division 4—Stopping on clearways and freeways and in emergency stopping lanes

176 Stopping on a clearway

(1) A driver must not stop on a length of road to which a clearway sign applies, unless the driver is—

- (a) driving a bus or taxi; and
- (b) dropping off, or picking up, passengers.

Maximum penalty—20 penalty units.

(2) If a clearway sign on a road indicates the days or times when it applies, the sign applies to the length of road beginning at the sign and ending at the nearer of the following—

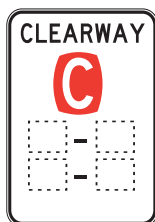
- (a) a clearway sign on the road that indicates different days or times;
- (b) an end clearway sign on the road.

(3) If a clearway sign on a road does not indicate the days or times when it applies, the sign applies to the length of road beginning at the sign and ending at the nearer of the following—

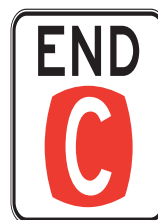
- (a) a clearway sign on the road that indicates the days or times when it applies;

(b) an end clearway sign on the road.

Examples—



Clearway sign



End clearway signs

177 Stopping on a freeway

(1) A driver must not stop on a freeway, unless the driver stops in an emergency stopping lane.

Maximum penalty—20 penalty units.

(2) A “freeway” is a length of road to which a freeway sign applies.

(3) A freeway sign on a road applies to a length of road beginning at the sign (including any road into which the length of road merges) and ending at the next end freeway sign on the road.

Examples of freeway signs—



Example of end freeway sign—



178 Stopping in an emergency stopping lane

A driver (except the rider of a bicycle) must not stop in an emergency stopping lane unless—

- (a) the condition of the driver, a passenger or the driver's vehicle, or any other factor, makes it necessary or desirable for the driver to stop in the emergency stopping lane in the interests of safety; and
- (b) the driver stops for no longer than is necessary in the circumstances.

Maximum penalty—20 penalty units.

Division 5—Stopping in zones for particular vehicles

179 Stopping in a loading zone

(1) A driver must not stop in a loading zone, unless the driver is driving—

- (a) a bus that is dropping off, or picking up, passengers; or
- (b) a truck that is dropping off, or picking up, passengers or goods; or
- (c) a motor vehicle displaying a commercial vehicle identification label issued by the local government for the local government area in which the loading zone is situated; or
- (d) another motor vehicle that is—
 - (i) dropping off, or picking up, goods; or
 - (ii) dropping off, or picking up, passengers.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

Maximum penalty—20 penalty units.

(2) A driver who is permitted to stop in a loading zone under subsection (1)(a), (b) or (c) must not stay continuously in the zone for longer than—

- (a) 30 minutes; or
- (b) if information on or with the loading zone signs applying to the loading zone indicates another time—the indicated time.

Maximum penalty—20 penalty units.

(2A) A driver who is permitted to stop in a loading zone under subsection (1)(d)(i) must not stay continuously in the zone for longer than 20 minutes.

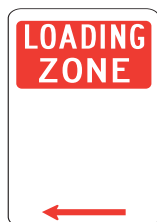
Maximum penalty—20 penalty units.

(2B) A driver who is permitted to stop in a loading zone under subsection (1)(d)(ii) must not stay continuously in the zone for longer than 2 minutes.

Maximum penalty—20 penalty units.

(3) A “loading zone” is a length of a road to which a loading zone sign applies.

Example—



Loading zone sign

180 Stopping in a truck zone

(1) A driver must not stop in a truck zone, unless the driver is driving a truck that is dropping off, or picking up, passengers or goods.

Maximum penalty—20 penalty units.

(2) A “**truck zone**” is a length of a road to which a truck zone sign applies.

Example—



Truck zone sign

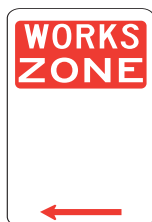
181 Stopping in a works zone

(1) A driver must not stop in a works zone, unless the driver is driving a vehicle that is engaged in construction work in or near the zone.

Maximum penalty—20 penalty units.

(2) A “**works zone**” is a length of a road to which a works zone sign applies.

Example—



Works zone sign

182 Stopping in a taxi zone

(1) A driver must not stop in a taxi zone, unless the driver is driving a taxi.

Maximum penalty—20 penalty units.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

(2) A “**taxi zone**” is a length of a road to which a taxi zone sign applies.

Example—



Taxi zone sign

183 Stopping in a bus zone

(1) A driver must not stop in a bus zone, unless the driver is driving a bus (except a bus of a kind that is not permitted to stop in the bus zone by information on or with the bus zone sign applying to the bus zone).

Maximum penalty—20 penalty units.

(2) A “**bus zone**” is a length of a road to which a bus zone sign applies.

Example—



Bus zone sign

184 Section number not used

185 Stopping in a permit zone

(1) A driver must not stop in a permit zone, unless the driver's vehicle displays a current permit issued under this regulation that permits the vehicle to stop in the zone.

Maximum penalty—20 penalty units.

(2) A “**permit zone**” is a length of a road to which a permit zone sign applies.

Example—



Permit zone sign

186 Stopping in a mail zone

(1) A driver must not stop in a mail zone.

Maximum penalty—20 penalty units.

(2) A “**mail zone**” is a length of a road to which a mail zone sign applies.

Example—



Mail zone sign

Division 6—Other places where stopping is restricted

187 Stopping in bus lane, tram lane, transit lane, truck lane or on tram tracks

A driver must not stop in a bus lane, tram lane, transit lane, truck lane or on tram tracks, unless the driver—

- (a) is—
 - (i) driving a bus, taxi, or tram; and
 - (ii) is dropping off, or picking up, passengers; or
- (b) is permitted to drive in the lane, or on the tram tracks, under this regulation.

Maximum penalty—20 penalty units.

188 Stopping in a shared zone

A driver must not stop in a shared zone unless—

- (a) the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under the Act; or
- (b) the driver—

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- (i) stops in a parking bay; and
- (ii) is permitted to stop in the parking bay under this regulation; or
- (c) the driver is dropping off, or picking up, passengers or goods; or
- (d) the driver is engaged in the door-to-door delivery or collection of goods, or in the collection of waste or garbage.

Maximum penalty—20 penalty units.

189 Double parking

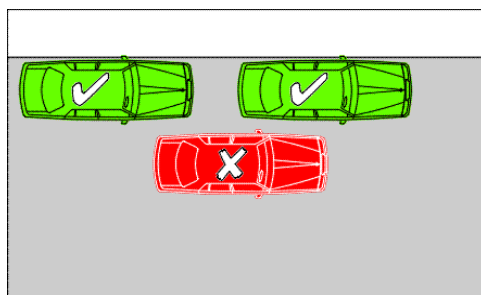
(1) A driver must not stop on a road—

- (a) if the road is a two-way road—between the centre of the road and another vehicle that is parked at the side of the road; or
- (b) if the road is a one-way road—between the far side of the road and another vehicle that is parked at the side of the road.

Maximum penalty—20 penalty units.

(2) A driver does not contravene subsection (1) by parking on the side of the road, or in a median strip parking area, in accordance with section 210.¹¹

Example—



In the example, the vehicle marked with an 'X' is stopped in contravention of this section.

11 Section 210 (Angle parking)

190 Stopping in or near a safety zone

(1) A driver must not stop in a safety zone, or on a road within 10 m before or after a safety zone, unless the driver—

- (a) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
- (b) is permitted to stop at that place under this regulation.

Maximum penalty—20 penalty units.

(2) For this section, distances are measured—

- (a) in the direction in which the driver is driving; and
- (b) from the end of the structure; and
- (c) as shown in the example.

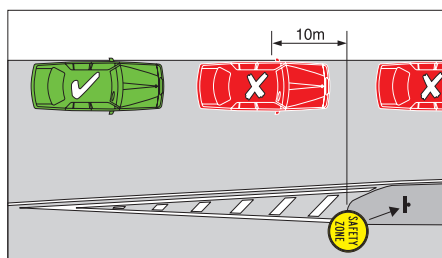
(3) In this section—

“road” does not include a road-related area, but includes any shoulder of the road.

Examples—



Example 1
Safety zone sign



Example 2
Measurement of distance—safety zone

In example 2, the vehicles marked with an ‘X’ are stopped in contravention of this section.

191 Stopping near an obstruction

A driver must not stop on a road near an obstruction on the road in a position that obstructs traffic on the road.

Maximum penalty—20 penalty units.

192 Stopping on a bridge or in a tunnel etc

(1) A driver must not stop on a bridge, causeway, ramp or similar structure unless—

- (a) the road is at least as wide on the structure as it is on each of the approaches; or
- (b) the driver—
 - (i) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
 - (ii) is permitted to stop at that place under this regulation.

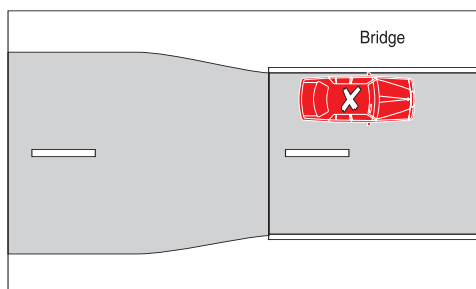
Maximum penalty—20 penalty units.

(2) A driver must not stop in a tunnel or underpass unless—

- (a) the road is at least as wide in the tunnel or underpass as it is on each of the approaches; or
- (b) the driver—
 - (i) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
 - (ii) is permitted to stop at that place under this regulation.

Maximum penalty—20 penalty units.

Example—



Stopping on a bridge where the road on the bridge is narrower than on an approach

In the example, the vehicle is stopped in contravention of subsection (1).

193 Stopping on a crest or curve outside a built-up area

(1) A driver must not stop on or near a crest or curve on a length of road that is not in a built-up area unless—

- (a) the driver's vehicle is visible for 100 m to drivers approaching the vehicle and travelling in the direction of travel of traffic on the same side of the road as the vehicle; or
- (b) the driver—
 - (i) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
 - (ii) is permitted to stop at that place under this regulation.

Maximum penalty—20 penalty units.

(2) In this section—

“**road**” does not include a road-related area, but includes any shoulder of a road.

194 Stopping near a fire hydrant etc

(1) A driver must not stop within 1 m of a fire hydrant, fire hydrant indicator, or fire plug indicator, unless—

- (a) the driver—
 - (i) is driving a bus; and
 - (ii) stops at a bus stop or in a bus zone; and
 - (iii) does not leave the bus unattended; or
- (b) the driver—
 - (i) is driving a taxi; and
 - (ii) stops in a taxi zone; and
 - (iii) does not leave the taxi unattended.

Maximum penalty—20 penalty units.

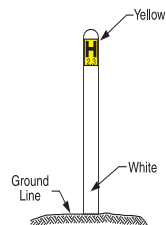
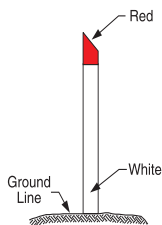
(2) For this section, a driver leaves a vehicle “**unattended**” if the driver leaves the vehicle so the driver is over 3 m from the closest point of the vehicle.

(3) In this section—

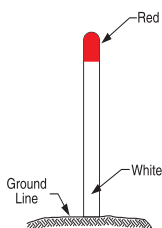
Transport Operations (Road Use Management—Road Rules) Regulation 1999

“**fire hydrant**” means an upright pipe with a spout, nozzle or other outlet for drawing water from a main or service pipe in case of fire or other emergency.

Examples—



Fire hydrant indicators



Fire plug indicator

195 Stopping at or near a bus stop

(1) A driver (except the driver of a bus) must not stop at a bus stop, or on the road, within 20 m before a sign on the road that indicates the bus stop, and 10 m after the sign, unless the driver—

- (a) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
- (b) is permitted to stop at that place under this regulation.

Maximum penalty—20 penalty units.

(2) For this section, distances are measured in the direction in which the driver is driving.

(3) In this section—

“road” does not include a road-related area, but includes any shoulder of the road.

196 Stopping at or near a tram stop

(1) A driver (except the driver of a tram or a bus travelling along tram tracks) must not stop at a tram stop or on the road within 10 m before a sign on the road displaying the words ‘tram stop’ or ‘tram stop request’.

Maximum penalty—20 penalty units.

(2) For this section, the distance is measured in the direction in which the driver is driving.

(3) In this section—

“road” does not include a road-related area, but includes any shoulder of the road.

197 Stopping on a path, dividing strip or nature strip

(1) A driver must not stop on a bicycle path, footpath, shared path or dividing strip, or a nature strip adjacent to a length of road in a built-up area, unless the driver—

- (a) stops at a place on a length of road, or in an area, to which a parking control sign applies; and
- (b) is permitted to stop at that place under this regulation.

Maximum penalty—20 penalty units.

(2) This section does not apply to the rider of a bicycle or animal.

198 Obstructing access to and from a footpath, driveway etc

(1) A driver must not stop on a road in a position that obstructs access by vehicles or pedestrians to or from a footpath ramp or a similar way of access to a footpath, or a bicycle path or passageway unless—

- (a) the driver is driving a bus that is dropping off, or picking up, passengers; or
- (b) the driver—

Transport Operations (Road Use Management—Road Rules) Regulation 1999

- (i) stops in a parking bay; and
- (ii) is permitted to stop in the parking bay under this regulation.

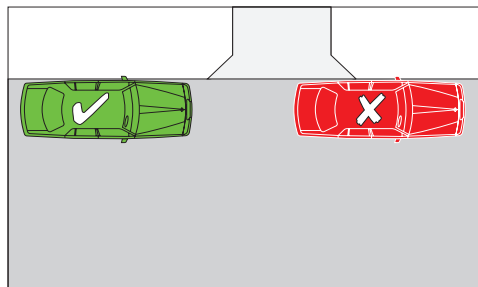
Maximum penalty—20 penalty units.

(2) A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land unless—

- (a) the driver is dropping off, or picking up, passengers; or
- (b) the driver—
 - (i) stops in a parking bay; and
 - (ii) is permitted to stop in the parking bay under this regulation.

Maximum penalty—20 penalty units.

Example—



Blocking a driveway

In the example, the vehicle marked with an 'X' is stopped in contravention of subsection (2).

199 Stopping near a postbox

A driver must not stop on a road within 3 m of a public postbox unless—

- (a) the driver is dropping off, or picking up, passengers or mail; or
- (b) the driver—
 - (i) stops at a place on a length of road, or in an area, to which a parking control sign applies; and

Transport Operations (Road Use Management—Road Rules) Regulation 1999

(ii) is permitted to stop at that place under this regulation.

Maximum penalty—20 penalty units.

200 Stopping on roads—heavy and long vehicles

(1) The driver of a heavy vehicle, or long vehicle, must not stop on a length of road that is not in a built-up area, except on the shoulder of the road.

Maximum penalty—20 penalty units.

(2) Subject to subsection (2A), the driver of a heavy vehicle, or long vehicle, must not stop on a length of road in a built-up area for longer than 1 hour, unless the driver is permitted to stop on the length of road for longer than 1 hour by information on or with a traffic control device.

Maximum penalty—20 penalty units.

(2A) Subsection (2) applies unless a local law otherwise provides.

(3) In this section—

“**long vehicle**” means a vehicle that, together with any load or projection, is 7.5m long, or longer.

“**road**” does not include a road-related area, but includes any shoulder of a road.

201 Stopping on a road with bicycle parking sign

A driver (except the rider of a bicycle) must not stop on a length of road to which a bicycle parking sign applies, unless the driver is dropping off, or picking up, passengers.

Maximum penalty—20 penalty units.

Example—



Bicycle parking sign

202 Stopping on a road with motorbike parking sign

A driver (except the rider of a motorbike) must not stop on a length of road to which a motorbike parking sign applies, unless the driver is dropping off, or picking up, passengers.

Maximum penalty—20 penalty units.

Example—



Motorbike parking sign

203 Stopping in a parking area for people with disabilities

(1) A driver must not stop in a parking area for people with disabilities unless—

- (a) the driver's vehicle displays a current parking permit for people with disabilities; and
- (b) the driver complies with the conditions of use of the permit.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

Maximum penalty—20 penalty units.

(2) A “**parking area for people with disabilities**” is a length or area of a road—

- (a) to which a permissive parking sign displaying a people with disabilities symbol applies; or
- (b) to which a people with disabilities parking sign applies; or
- (c) indicated by a road marking (a “**people with disabilities road marking**”) that consists of, or includes, a people with disabilities symbol.

Examples—



People with disabilities symbols



Permissive parking sign displaying a people with disabilities symbol (for a length of road)

Permissive parking sign displaying a people with disabilities symbol (for an area)



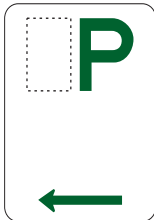
People with disabilities parking sign

Division 7—Permissive parking signs and parking fees

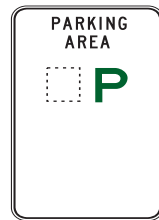
204 Meaning of certain information on or with permissive parking signs

(1) This section explains the meaning of certain information on or with a permissive parking sign applying to a length of road or an area.

Examples—



Permissive parking sign (for a length of road)



Permissive parking sign (for an area)

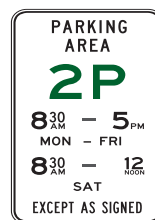
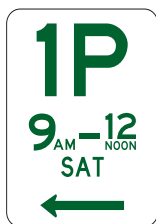


Permissive parking sign (for a length of road)

Transport Operations (Road Use Management—Road Rules) Regulation 1999

(2) A whole number, fraction, or whole number and fraction, immediately to the left of the letter ‘P’ indicates that a driver must not park on the length of road, or in the area, continuously for longer than the period of hours, or fraction of an hour, equal to the number, fraction, or number and fraction, shown.

Examples of permissive parking signs showing permitted parking periods and times of operation—



Example 1

Permissive parking sign applying to a length of road with a whole number to the left of P

In example 1, the sign indicates that a driver must not park continuously for longer than 1 hour on Saturdays between 9 am and 12 noon.

Example 2

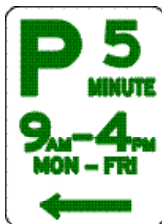
Permissive parking sign applying to an area with a whole number to the left of P

In example 2, the sign indicates that a driver must not park in the area for longer than 2 hours on Mondays to Fridays between 8.30 am and 5 pm, and on Saturdays between 8.30 am and 12 noon, unless permitted by information on or with another traffic control device.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

(3) A number, together with the word ‘minute’, immediately to the right of the letter ‘P’ indicate that a driver must not park on the length of road, or in the area, continuously for longer than the number of minutes shown.

Example—



Example 3

Permissive parking sign with a number of minutes to the right of P

In this example, the sign indicates that a driver must not park continuously for longer than 5 minutes on Mondays to Fridays between 9 am and 4 pm.

(4) The word ‘parking’, together with words indicating a number of hours or minutes, indicate that a driver must not park on the length of road, or in the area, continuously for longer than the number of hours or minutes shown.

205 Parking for longer than indicated

A driver must not park continuously on a length of road, or in an area, to which a permissive parking sign applies for longer than—

- (a) the period indicated by information on or with the sign; or
- (b) if section 206 applies to the driver—the period permitted under that section.

Maximum penalty—20 penalty units.

206 Time extension for people with disabilities

(1) This section applies to a driver if—

- (a) the driver’s vehicle displays a current parking permit for people with disabilities; and
- (b) the driver complies with the conditions of use of the permit.

(2) The driver may park continuously on a length of road, or in an area, to which a permissive parking sign applies for the period stated in the permit.

207 Section number not used

Division 8—Parallel parking

208 Parallel parking on a road (except in a median strip parking area)

(1) A driver who parks on a road (except in a median strip parking area) must position the driver's vehicle in accordance with subsections (2) to (8).

Maximum penalty—20 penalty units.

(2) The driver must position the vehicle to face in the direction of travel of vehicles in the marked lane or line of traffic on, or next to, the part of the road where the driver parks.

(3) If the road is a two-way road, the driver must position the vehicle parallel, and as near as practicable, to the far left side of the road.

(4) If the road is a one-way road, the driver must position the vehicle parallel, and as near as practicable, to the far left or far right side of the road, unless otherwise indicated by information on or with a parking control sign.

(5) If the driver does not park in a parking bay, the driver must position the vehicle at least 1 m from the closest point of any vehicle in front of it and any vehicle behind it.

(6) If the road has a continuous dividing line or a dividing strip, the driver must position the vehicle at least 3 m from any dividing line or dividing strip, unless otherwise indicated by information on or with a parking control sign.

(7) If the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 m of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.

(8) The driver must position the vehicle so the vehicle does not unreasonably obstruct the path of other vehicles or pedestrians.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

(9) This section does not apply to—

- (a) a driver if the driver parks on a length of road, or in an area, to which a parking control sign or road marking applies, and information on or with the sign or road marking includes the words ‘angle parking’ or ‘angle’; or
- (b) the rider of a motorbike if the rider parks the motorbike on a length of road, or in an area, to which a permissive parking sign applies and the sign indicates that the length of road or area is for parking motorbikes.

(10) Subsections (3) and (4) do not apply to the rider of a motorbike if the rider positions the motorbike so at least 1 wheel is as near as practicable to the far left or far right side of the road.

(11) If a road has one or more service roads, the part of the road used by the main body of moving vehicles, and each service road, is taken to be a separate road for this section.

(12) In this section—

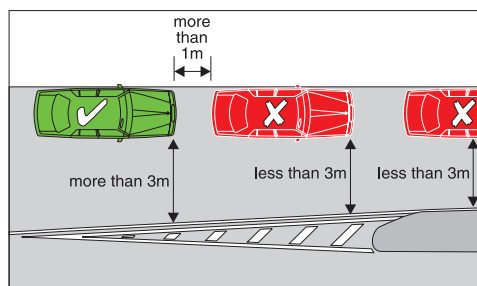
“continuous dividing line” means—

- (a) a single continuous dividing line only; or
- (b) a single continuous dividing line to the left or right of a broken dividing line; or
- (c) 2 parallel continuous dividing lines.

Transport Operations (Road Use Management—Road Rules) Regulation 1999

“road” does not include a road-related area, but includes any shoulder of the road.

Example—



Parallel parking—minimum distance from other vehicles and dividing strip

In the example, the vehicles marked with an ‘X’ are parked in contravention of this section.

209 Parallel parking in a median strip parking area

(1) This section applies to a driver who parks in a median strip parking area if a parking control sign or road marking applies to the area, and information on or with the sign or road marking indicates that the driver’s vehicle must be positioned parallel to the median strip.

(2) The driver must position the driver’s vehicle—

- (a) to face in the direction of travel of vehicles in the marked lane or line of traffic to the left of the driver; and
- (b) parallel, and as near as practicable, to the centre of the median strip; and
- (c) if the driver does not park in a parking bay—at least 1 m from the closest point of any vehicle in front of it and any vehicle behind it.

Maximum penalty—20 penalty units.

(3) This section does not apply to the rider of a motorbike.

Division 9—Angle parking

210 Angle parking

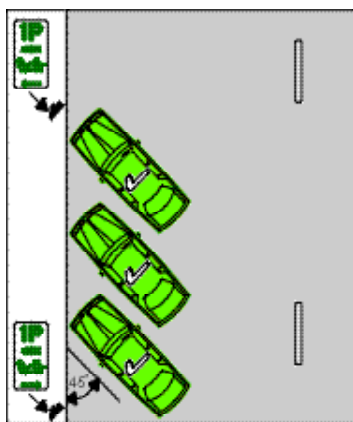
(1) If a driver parks in a parking area on the side of a road, or in a median strip parking area, to which a parking control sign or road marking applies, and information on or with the sign or road marking includes the words ‘angle parking’ or ‘angle’, the driver must position the driver’s vehicle in accordance with subsections (2) to (4).

Maximum penalty—20 penalty units.

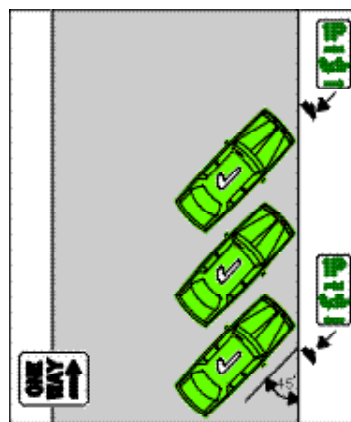
(2) If information on or with the parking control sign or road marking indicates that the vehicle must be positioned at an angle of 45°, or does not indicate another angle, the driver must position the driver’s vehicle—

- (a) so the vehicle is at an angle as near as practicable to 45°, as shown in example 1 or 2; and
- (b) if the vehicle is parked on the side of the road—with the rear of the vehicle nearest to traffic in the marked lane or line of traffic next to the part of the road where the driver parks.

Examples—



Example 1
Parking at 45° at the left side of a two-way road



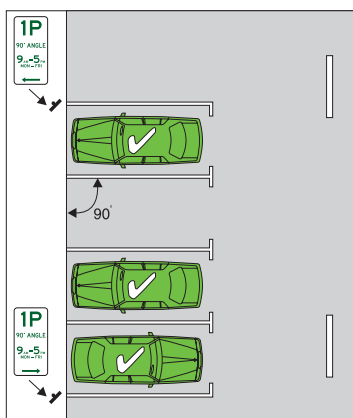
Example 2
Parking at 45° at the right side of a one-way road

(3) If information on or with the parking control sign or road marking indicates that the vehicle must be positioned at an angle of 90°, the driver—

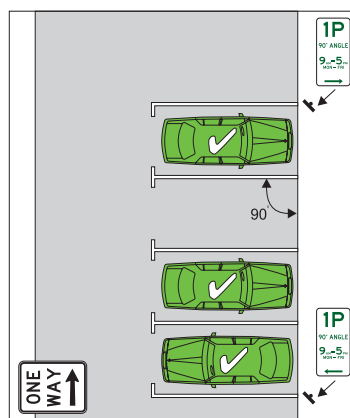
Transport Operations (Road Use Management—Road Rules) Regulation 1999

- (a) must position the driver's vehicle so the vehicle is at an angle as near as practicable to 90°, as shown in example 3 or 4; and
- (b) if the vehicle is parked on the side of the road—may position the vehicle with either the front or rear of the vehicle nearest to traffic in the marked lane or line of traffic next to the part of the road where the driver parks.

Examples—



Example 3
Parking at 90° at the side of a two-way road



Example 4
Parking at 90° at the right side of a one-way road

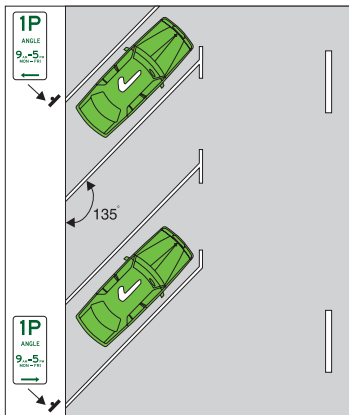
(4) If information on or with the parking control sign or road marking indicates that the vehicle must be positioned at an angle of 135°, the driver must position the driver's vehicle—

- (a) so the vehicle is at an angle as near as practicable to 135°, as shown in example 5 or 6; and

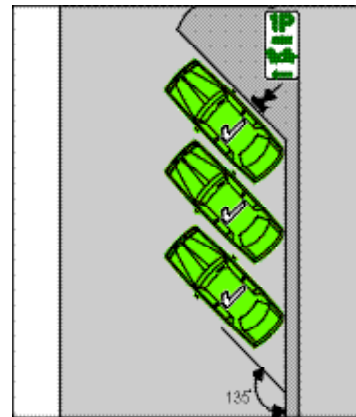
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- (b) if the vehicle is parked on the side of the road—with the front of the vehicle nearest to traffic in the marked lane or line of traffic next to the part of the road where the driver parks.

Examples—



Example 5
Parking at 135° at the side of a road



Example 6
Parking at 135° in a median strip parking area

- (5) This section does not apply to the rider of a motorbike.

Division 10—Other parking related rules

211 Parking in parking bays

(1) A driver must not park on a length of road, or in an area, to which a park in bays only sign applies, except in a parking bay.

Maximum penalty—20 penalty units.

(2) A driver who parks in a parking bay must position the driver's vehicle completely within the bay, unless the vehicle is too wide or long to fit completely within the bay.

Maximum penalty—20 penalty units.

(3) If the vehicle is too wide or long to fit completely within a single parking bay, the driver must park the driver's vehicle within the minimum number of parking bays needed to park the vehicle.

Maximum penalty—20 penalty units.

Example—



Park in bays only sign

212 Entering and leaving a median strip parking area

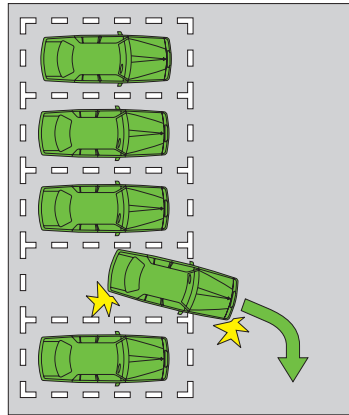
(1) If information on or with a traffic control device indicates that a driver must enter or leave a median strip parking area in a particular direction, the driver must enter or leave the area in that direction.

Maximum penalty—20 penalty units.

(2) If there is no information on or with a traffic control device that indicates that a driver must enter or leave a median strip parking area in a particular direction, the driver must enter or leave the area by driving forward.

Maximum penalty—20 penalty units.

Example—



Leaving median strip parking area by driving forward

213 Making a motor vehicle secure

(1) This section applies to the driver of a motor vehicle who stops and leaves the vehicle on a road (except to pay a fee for parking the vehicle) so the driver is over 3 m from the closest part of the vehicle if there is nobody 16 years old, or older, in the vehicle.

(2) Before leaving the motor vehicle, the driver must—

- (a) switch off the engine; and
- (b) apply the parking brake effectively or, if weather conditions (for example, snow) would prevent the effective operation of the parking brake, effectively restrain the motor vehicle's movement in another way; and
- (c) if there is nobody in the motor vehicle—remove the ignition key and lock the doors.

Maximum penalty for subsection (2)—20 penalty units.

(3) Subsection (2)(a) and (c) do not apply to the driver of a waste management vehicle while collecting wheelie bins.

213A Evidentiary provision

For this part, evidence that a vehicle was found stationary at a place is evidence that the vehicle was parked or stopped at the place.

PART 13—LIGHTS AND WARNING DEVICES

Division 1—Lights on vehicles (except bicycles, animals and animal-drawn vehicles)

214 Division does not apply to riders of bicycles, animals or animal-drawn vehicles

This division does not apply to the rider of a bicycle, animal or animal-drawn vehicle.

215 Using lights when driving at night in hazardous weather conditions

(1) A driver must not drive at night, or in hazardous weather conditions causing reduced visibility unless—

- (a) the headlights, tail lights and number plate light fitted to the driver's vehicle are operating effectively and are clearly visible; and
- (b) if the vehicle is fitted with clearance lights or side marker lights—those lights are operating effectively and are clearly visible.

Maximum penalty—20 penalty units.

(2) However, this section does not apply to a driver if—

- (a) the driver's vehicle is stopped or parked at a place on a length of road, or in an area, to which a parking control sign applies; and
- (b) the driver is permitted to stop or park at that place under this regulation.

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(3) Also, a driver driving during the day in fog, or other hazardous weather conditions causing reduced visibility, may drive without the headlights of the driver's vehicle operating if the vehicle is fitted with front fog lights and those lights are operating effectively and are clearly visible.

(4) In subsection (1), a reference to a kind of “**light**” fitted to a vehicle is a reference to a light of that kind required to be fitted to the vehicle under the Standards and Safety Regulation.

216 Towing a vehicle at night or in hazardous weather conditions

(1) A driver must not tow a vehicle at night, or in hazardous weather conditions causing reduced visibility, unless—

- (a) if the towed vehicle is being towed from the front of the vehicle—
 - (i) the tail lights of the vehicle are operating effectively and are clearly visible; or
 - (ii) the vehicle has portable rear lights that are operating; or
- (b) if the towed vehicle is being towed from the rear of the vehicle—the vehicle has portable rear lights that are operating.

Maximum penalty—20 penalty units.

(2) However, this section does not apply to the driver of a tow truck if—

- (a) the driver is towing a disabled vehicle carrying a placard load of dangerous goods to a place that is safely off the road; and
- (b) a vehicle carrying a warning to other traffic is following immediately behind the disabled vehicle.

(3) In this section—

“**dangerous goods**” has the meaning given under the *Transport Operations (Road Use Management—Dangerous Goods) Regulation 1998*.

“**placard load**” has the meaning given under the *Transport Operations (Road Use Management—Dangerous Goods) Regulation 1998*, section 37.

“**portable rear lights**” means—

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- (a) for a vehicle being towed from the front of the vehicle—a pair of lights attached to the rear of the vehicle that, when operating, show a red light that is clearly visible for at least 200 m from the rear of the vehicle; or
- (b) for a vehicle being towed from the rear of the vehicle—a pair of lights attached to the front of the vehicle that, when operating, show a red light that is clearly visible for at least 200 m from the front of the vehicle.

“**road**” does not include a road-related area, but includes any shoulder of the road.

217 Using rear fog lights

(1) The driver of a vehicle fitted with a rear fog light must not operate the fog light unless the driver is driving in fog or other hazardous weather conditions causing reduced visibility.

Maximum penalty—20 penalty units.

(2) In this section—

“**rear fog light**” means a light fitted to a vehicle to make it more easily visible from the rear in fog.

218 Using headlights on high-beam

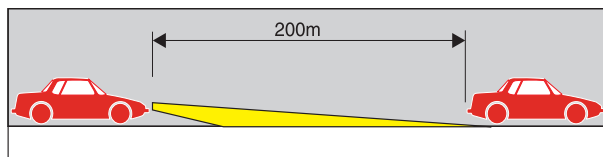
(1) The driver of a vehicle must not use the vehicle’s headlights on high-beam, or allow the vehicle’s headlights to be used on high-beam, if the driver is driving—

- (a) less than 200 m behind a vehicle travelling in the same direction as the driver; or
- (b) less than 200 m from an oncoming vehicle.

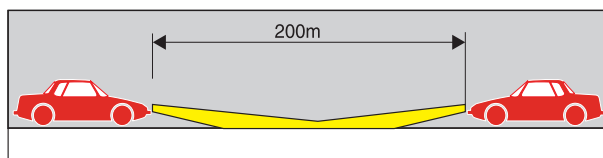
Maximum penalty—20 penalty units.

(2) However, if the driver is overtaking a vehicle, the driver may briefly switch the headlights from low-beam to high-beam immediately before the driver begins to overtake the vehicle.

Examples—



Example 1
Using headlights on low-beam when travelling less than 200 m behind another vehicle travelling in the same direction



Example 2
Using headlights on low-beam when travelling within 200 m of an oncoming vehicle

219 Lights not to be used to dazzle other road users

A driver must not use, or allow to be used, any light fitted to or in the driver's vehicle to dazzle, or in a way that is likely to dazzle, another road user.

Maximum penalty—20 penalty units.

220 Using lights on vehicles that are stopped

- (1) A driver must not stop on a road at night unless—
- (a) if the driver's vehicle is 2.2 m wide, or wider—the clearance and side marker lights fitted to the vehicle are operating effectively and are clearly visible; or
 - (b) in any other case—the parking lights fitted to the driver's vehicle are operating effectively and are clearly visible.

Maximum penalty—20 penalty units.

(2) This section does not apply to a driver if the driver stops on a length of road, or in an area, with street lighting and the driver's vehicle is visible for at least 200 m in all directions from the vehicle.

(3) In subsection (1), a reference to a kind of **“light”** fitted to a vehicle is a reference to a light of that kind required or permitted to be fitted to the vehicle under the Standards and Safety Regulation.

(4) In this section—

“road” does not include a road-related area, but includes any shoulder of the road.

221 Using hazard warning lights

The driver of a vehicle fitted with hazard warning lights must not use the hazard warning lights, or allow them to be used, unless—

- (a) the vehicle is stopped and is obstructing, or is likely to obstruct, the path of other vehicles or pedestrians; or
- (b) the vehicle is a slow-moving vehicle and is obstructing, or is likely to obstruct, the path of other vehicles or pedestrians; or
- (c) the vehicle is stopped in an emergency stopping lane; or
- (d) the driver stops the vehicle to sell a product (for example, ice creams) that may attract children onto the road; or
- (e) the driver is driving in hazardous weather conditions (for example, fog or smoke); or
- (f) the hazard warning lights are operating as part of an anti-theft device fitted to the vehicle; or
- (g) the vehicle is a school bus and is required or permitted to operate the hazard warning lights under section 222.

Maximum penalty—20 penalty units.

222 Using warning lights on buses carrying children

(1) The driver of a school bus must—

- (a) give reasonable warning of the driver's intention to stop to pick up or set down children by signalling the driver's intention to do

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so by simultaneously activating the warning lights specified in the Standards and Safety Regulation, schedule 1, part 7, division 18; and

- (b) keep the warning lights activated while the school bus is—
 - (i) about to stop; or
 - (ii) stopped; or
 - (iii) moving off after stopping.

Maximum penalty—20 penalty units.

(2) The driver of a school bus must ensure the warning lights are not activated at any time when the bus is on a road except as required under subsection (1), unless the driver has a reasonable excuse.

Example of a reasonable excuse—

The driver is testing the lights to ensure their satisfactory operation.

Maximum penalty—20 penalty units.

(3) The driver of a bus (except a school bus) to which warning lights of the type mentioned in subsection (1)(a) are fitted, must not use the lights except when the bus is—

- (a) about to stop to pick up or set down children; or
- (b) stopped and is picking up or setting down children; or
- (c) moving off after stopping to pick up or set down children;

unless the driver has a reasonable excuse.

Example of a reasonable excuse—

The driver is testing the lights to ensure their satisfactory operation.

Maximum penalty—20 penalty units.

(4) The driver of a school bus must not drive the bus unless a warning sign as specified in the Standards and Safety Regulation, schedule 1, part 7, division 18¹² is displayed on its front and rear.

Maximum penalty—20 penalty units.

12 Standards and Safety Regulation, schedule 1 (Vehicle standards), part 7 (Lights and reflectors), division 18 (Warning lights and signs on buses carrying children)

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(5) For subsection (1), a signal is taken to give reasonable warning if it is given in a way stated in part 5, division 1.¹³

(6) In this section—

“**school bus**” means any bus while it is being used exclusively for the carriage of school children to or from a school.

Division 2—Lights on animal-drawn vehicles

223 Using lights when riding an animal-drawn vehicle at night or in hazardous weather conditions

A person must not ride an animal-drawn vehicle at night, or in hazardous weather conditions causing reduced visibility, unless the vehicle is fitted with, and displays—

- (a) a white light fitted at or towards the front of each side of the vehicle that is clearly visible for at least 200 m from the front of the vehicle; and
- (b) a red light fitted at or towards the rear of each side of the vehicle that is clearly visible for at least 200 m from the rear of the vehicle; and
- (c) a red reflector fitted at or towards the rear of each side of the vehicle that is—
 - (i) not over 1.5 m above ground level; and
 - (ii) clearly visible for at least 50 m from the rear of the vehicle when light is projected onto it by another vehicle’s headlight on low-beam.

Maximum penalty—20 penalty units.

¹³ Part 5 (Change of direction and stop signals), division 1 (Change of direction signals)

Division 3—Horns and radar detectors

224 Using horns and similar warning devices

A driver must not use, or allow to be used, a horn, or similar warning device, fitted to or in the driver's vehicle unless—

- (a) it is necessary to use the horn, or warning device, to warn other road users or animals of the approach or position of the vehicle; or
- (b) the horn, or warning device, is being used as part of an anti-theft device fitted to the vehicle.

Maximum penalty—20 penalty units.

225 Using radar detectors and similar devices

(1) A person must not drive a vehicle if the vehicle has in or on it—

- (a) a device for preventing the effective use of a speed measuring device; or
- (b) a device for detecting the use of a speed measuring device.

Maximum penalty—40 penalty units.

(2) Subsection (1) applies to a device whether or not the device is operating or in working order.

Division 4—Portable warning triangles for heavy vehicles

226 Heavy vehicles to be equipped with portable warning triangles

(1) A person must not drive a vehicle with a GVM over 12 t unless the vehicle is equipped with at least 3 portable warning triangles.

Maximum penalty—20 penalty units.

(2) A “**portable warning triangle**” is a device that complies with AS 3790–1992.

227 Using portable warning triangles

(1) This section applies to a driver if the GVM of the driver's vehicle is over 12 t.

(2) If the driver stops on a road and the vehicle is not visible at any time for at least 200 m in all directions from the vehicle, the driver must use at least 3 portable warning triangles, positioned in accordance with subsection (4), to warn other road users of the vehicle.

Maximum penalty—20 penalty units.

(3) If some or all of any load being carried by the vehicle falls onto a road and is not clearly visible at any time for at least 200 m in all directions from the fallen load, the driver must use at least 3 portable warning triangles, positioned in accordance with subsection (4), to warn other road users of the fallen load.

Maximum penalty—20 penalty units.

(4) The driver must position the portable warning triangles so—

- (a) 1 triangle is at least 50 m, but not over 150 m, in front of the vehicle or fallen load; and
- (b) 1 triangle is at least 50 m, but not over 150 m, behind the vehicle or fallen load; and
- (c) 1 triangle is at the side of the vehicle, or fallen load, in a position that gives sufficient warning to other road users of the position of the vehicle or fallen load.

(5) In this section—

“road” does not include a road-related area, but includes any shoulder of a road.

Division 5—Signs for oversize vehicles

227A Do not overtake turning vehicle signs for long vehicles

A person must not drive a vehicle displaying a do not overtake turning vehicle sign if the vehicle, together with any load or projection, is not 7.5 m long, or longer.

Maximum penalty—20 penalty units.

227B Warning sign not to be displayed if not required by law

A person must not drive a vehicle displaying an oversize warning sign unless—

- (a) the person is required under the Act or another Act to display the sign; or
- (b) the vehicle is temporarily in Queensland on a journey from another State and the sign must be displayed on the vehicle under the law of the other State.

Maximum penalty—20 penalty units.

PART 14—RULES FOR PEDESTRIANS

Division 1—General

228 No pedestrian signs

A pedestrian must not travel past a no pedestrians sign.

Maximum penalty—20 penalty units.

Example—



No pedestrians sign

229 Pedestrians on a road with a road access sign

A pedestrian must not be on a length of road to which a road access sign applies if information on or with the sign indicates that pedestrians are not permitted beyond the sign.

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Maximum penalty—20 penalty units.

Example—



Road access sign

230 Crossing a road—general

(1) A pedestrian crossing a road—

- (a) must cross by the shortest safe route; and
- (b) must not stay on the road longer than necessary to cross the road safely.

Maximum penalty—20 penalty units.

(2) However, if the pedestrian is crossing the road at an intersection with traffic lights and a pedestrians may cross diagonally sign, the pedestrian may cross the road diagonally at the intersection.

(3) In this section—

“**road**” does not include a road-related area, but includes any shoulder of the road.

Examples—



Pedestrians may cross diagonally sign

231 Crossing a road at pedestrian lights

(1) A pedestrian approaching or at an intersection, or another place on a road, with pedestrian lights and traffic lights must comply with this section.

Maximum penalty—20 penalty units.

(2) If the pedestrian lights show a red pedestrian light and the pedestrian has not already started crossing the intersection or road, the pedestrian must not start to cross until the pedestrian lights change to green.

(3) If, while the pedestrian is crossing the road, the pedestrian lights change to flashing red or red, the pedestrian must not stay on the road for longer than necessary to cross safely to the nearer (in the direction of travel of the pedestrian) of the following—

- (a) a dividing strip, safety zone, or traffic island, forming part of the area set aside or used by pedestrians to cross the road at the intersection or place (the “**safety area**”);
- (b) the nearest side of the road.

(4) If, under subsection (3), the pedestrian crosses to the safety area, the pedestrian must remain in the safety area until the pedestrian lights change to green.

(5) However, if the pedestrian can not operate the pedestrian lights from the safety area, the pedestrian may cross to the far side of the road when—

- (a) the traffic lights change to green or flashing yellow, or there is no red traffic light showing; and
- (b) it is safe to do so.

(6) In this section—

“**road**” does not include a road-related area, but includes any shoulder of the road.

Examples—



Red pedestrian light showing red pedestrian symbol



Green pedestrian light showing green pedestrian symbol

232 Crossing a road at traffic lights

(1) A pedestrian approaching or at an intersection, or another place on a road, with traffic lights, but without pedestrian lights must comply with this section.

Maximum penalty—20 penalty units.

(2) If the traffic lights show a red or yellow traffic light and the pedestrian has not already started crossing the intersection or road, the pedestrian must not start to cross until—

- (a) the traffic lights change to green or flashing yellow; or
- (b) there is no red traffic light showing.

(3) If, while the pedestrian is crossing the road, the traffic lights change to yellow or red, the pedestrian must not stay on the road for longer than necessary to cross safely to the nearer (in the direction of travel of the pedestrian) of the following—

- (a) a dividing strip, safety zone, or traffic island, forming part of the area set aside or used by pedestrians to cross the road at the intersection or place (the “**safety area**”);
- (b) the nearest side of the road.

(4) If, under subsection (3), the pedestrian crosses to the safety area, the pedestrian must remain in the safety area until—

- (a) the traffic lights change to green or flashing yellow; or
- (b) there is no red traffic light showing.

(5) In this section—

“**road**” does not include a road-related area, but includes any shoulder of the road.

233 Crossing a road to or from a tram

(1) A pedestrian must not cross a road to get on a tram at a tram stop until the tram has stopped at the tram stop.

Maximum penalty—20 penalty units.

(2) A pedestrian crossing a road after getting off a tram—

- (a) must cross to the nearest footpath by the shortest safe route or, if there is no footpath, cross the road by the shortest safe route; and

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- (b) must not stay on the road for longer than necessary to cross the road safely.

Maximum penalty—20 penalty units.

(3) This section does not apply to a pedestrian—

- (a) on a safety zone; or
- (b) crossing a road to or from a safety zone.

(4) Subsection (2) does not apply to—

- (a) a pedestrian in a shared zone; or
- (b) an employee of a public transport operator who is in uniform and engaged in carrying out his or her duties.

(5) In this section—

“**road**” does not include a road-related area, but includes any shoulder of the road.

“**tram**” includes a bus travelling along tram tracks.

234 Crossing a road on or near a crossing for pedestrians

(1) A pedestrian must not cross a road, or part of a road, within 20 m of a crossing on the road, except at the crossing or another crossing, unless the pedestrian is—

- (a) crossing, or helping another pedestrian to cross, an area of the road between tram tracks and the far left side of the road to get on, or after getting off, a tram or bus; or
- (b) crossing to or from a safety zone; or
- (c) crossing at an intersection with traffic lights and a pedestrians may cross diagonally sign; or
- (d) crossing in a shared zone; or
- (e) crossing a road, or a part of a road, from which vehicles are excluded, either permanently or temporarily.

Maximum penalty—20 penalty units.

(2) A pedestrian must not stay on a crossing on a road for longer than necessary to cross the road safely.

Maximum penalty—20 penalty units.

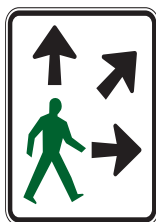
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(3) Subsection (2) does not apply to a person who is a crossing supervisor under the Act.

(4) In this section—

“**crossing**” means a children’s crossing, marked foot crossing or pedestrian crossing.

Example—



Pedestrians may cross diagonally sign

235 Crossing a level crossing

(1) A pedestrian must not cross a railway line, or tram tracks, at a level crossing unless—

- (a) there is a pedestrian facility at the crossing and the pedestrian uses the facility; or
- (b) there is no pedestrian facility at, or within 20 m of, the crossing.

Maximum penalty—20 penalty units.

(2) A pedestrian must not cross a railway line, or tram tracks, at a level crossing if—

- (a) warning lights (for example, twin red lights or rotating red lights) are flashing or warning bells are ringing; or
- (b) a gate, boom or barrier at the crossing is closed or is opening or closing; or
- (c) a train or tram is on or entering the crossing; or
- (d) a train or tram approaching the crossing can be seen from the crossing or is sounding a warning, and there would be a danger of the pedestrian being struck by the train or tram if the pedestrian entered the crossing; or

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- (e) the crossing, or a road beyond the crossing, is blocked.

Maximum penalty—20 penalty units.

Example for paragraph (2)(e)—

The crossing, or a road beyond the crossing, may be blocked by congested traffic, a disabled vehicle, a collision between vehicles or between a vehicle and a pedestrian, or by stock on the road.

- (3) In this section—

“**pedestrian facility**” means a footpath, bridge or other structure designed for the use of pedestrians.

236 Pedestrians not to cause a traffic hazard or obstruction

(1) A pedestrian must not cause a traffic hazard by moving into the path of a driver.

Maximum penalty—20 penalty units.

(2) A pedestrian must not unreasonably obstruct the path of any driver or another pedestrian.

Maximum penalty—20 penalty units.

(3) For subsection (2), a pedestrian does not unreasonably obstruct the path of another pedestrian only by travelling more slowly than other pedestrians.

237 Getting on or into a moving vehicle

(1) A person must not get on, or into, a moving vehicle unless—

- (a) the person is—

- (i) engaged in the door-to-door delivery or collection of goods, or in the collection of waste or garbage; and
- (ii) required to get in or out of the vehicle, or on or off the vehicle, at frequent intervals; and

- (b) the vehicle is not travelling at a speed over 5 kilometres per hour.

Maximum penalty—20 penalty units.

(2) This section does not apply to a person who is getting on or off a bicycle or animal.

238 Pedestrians travelling along a road (except in or on a wheeled recreational device or toy)

(1) A pedestrian must not travel along a road if there is a footpath or nature strip adjacent to the road, unless it is impracticable to travel on the footpath or nature strip.

Maximum penalty—20 penalty units.

(2) A pedestrian travelling along a road—

- (a) must keep as far to the left or right side of the road as is practicable; and
- (b) must not travel on the road alongside more than 1 other pedestrian or vehicle travelling on the road in the same direction as the pedestrian, unless the pedestrian is overtaking other pedestrians.

Maximum penalty—20 penalty units.

(3) In this section—

“pedestrian” does not include a person travelling in or on a wheeled recreational device or wheeled toy.

“road” does not include a road-related area, but includes any shoulder of the road.

239 Pedestrians on a bicycle path or separated footpath

(1) A pedestrian must not be on a bicycle path, or a part of a separated footpath designated for the use of bicycles, unless the pedestrian—

- (a) is crossing the bicycle path or separated footpath by the shortest safe route; and
- (b) does not stay on the bicycle path or separated footpath for longer than necessary to cross the bicycle path or separated footpath safely.

Maximum penalty—20 penalty units.

(2) However, a pedestrian may be on a bicycle path, or a part of a separated footpath designated for the use of bicycles, if—

- (a) the pedestrian is—
 - (i) in or pushing a wheelchair; or

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(ii) on rollerblades, rollerskates or a similar wheeled recreational device; and

(b) there is no traffic control device, or information on or with a traffic control device, applying to the bicycle path or separated footpath that indicates that the pedestrian is not permitted to be on the bicycle path or the part of the separated footpath designated for the use of bicycles.

(3) A pedestrian who is crossing a bicycle path, or a part of a separated footpath designated for the use of bicycles, must keep out of the path of any bicycle, or any pedestrian who is permitted under subsection (2) to be on the bicycle path, or the part of the separated footpath designated for the use of bicycles.

Maximum penalty—20 penalty units.

(4) In this regulation—

“bicycle path” means a length of path beginning at a bicycle path sign or bicycle path road marking, and ending at the nearest of the following—

- (a) an end bicycle path sign or end bicycle path road marking;
- (b) a separated footpath sign or separated footpath road marking;
- (c) a road (except a road-related area);
- (d) the end of the path.

“bicycle path road marking” means a road marking on a path, consisting of a bicycle symbol, the words ‘bicycles only’, or both the bicycle symbol and the word ‘only’.

“end bicycle path road marking” means a bicycle path road marking with the word ‘end’.

“end separated footpath road marking” means a separated footpath road marking with the word ‘end’.

“separated footpath” means a length of footpath beginning at a separated footpath sign or separated footpath road marking, and ending at the nearest of the following—

- (a) an end separated footpath sign or end separated footpath road marking;
- (b) a bicycle path sign or bicycle path road marking;

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- (c) a no bicycles sign or no bicycles road marking;
- (d) a road (except a road-related area);
- (e) the end of the footpath.

“separated footpath road marking” means a road marking on a footpath consisting of a pedestrian symbol and a bicycle symbol side by side, with or without the word ‘only’.

Examples—



Bicycle path sign



End bicycle path sign



Separated footpath sign



End separated footpath sign



No bicycles sign

Division 2—Rules for persons travelling in or on wheeled recreational devices and wheeled toys

240 Wheeled recreational devices and toys not to be used on certain roads

(1) A person must not travel in or on a wheeled recreational device or wheeled toy on—

- (a) a road with a dividing line or median strip; or
- (b) a one-way road with more than 1 marked lane.

Maximum penalty—20 penalty units.

(2) In this section—

“**road**” does not include a road-related area, but includes any shoulder of the road.

240A Powered wheeled recreational devices

(1) A person aged under 16 years must not travel in or on a powered wheeled recreational device on a road.

Maximum penalty—20 penalty units.

(2) A person aged 16 or more years must not travel in or on a powered wheeled recreational device on—

- (a) a road with a dividing line or median strip; or
- (b) a one-way road with more than 1 marked lane.

Maximum penalty—20 penalty units.

(3) A person aged 16 or more years must not travel in or on a powered wheeled recreational device on a footpath if the motor is operating.

Maximum penalty—20 penalty units.

(4) A person aged 16 or more years must not travel in or on a powered wheeled recreational device unless the person is wearing an approved bicycle or motorbike helmet securely fitted and fastened on the person’s head.

Maximum penalty—20 penalty units.

(5) Subsection (3) does not apply to person travelling in or on a wheeled recreational device on a footpath if a local law prohibits the travelling.

(6) In subsection (2)—

“road” does not include a road-related area, but includes any shoulder of the road.

241 Travelling in or on a wheeled recreational device or toy on a road

(1) A person travelling in or on a wheeled recreational device or wheeled toy on a road—

- (a) must keep as far to the left side of the road as is practicable; and
- (b) must not travel alongside more than 1 other pedestrian or vehicle travelling on the road in the same direction as the person, unless the person is overtaking other pedestrians.

Maximum penalty—20 penalty units.

(2) In this section—

“road” does not include a road-related area, but, in subsection (1)(b), includes any shoulder of the road.

242 Travelling in or on a wheeled recreational device or toy on a footpath or shared path

(1) Subject to subsection (1A), a person travelling in or on a wheeled recreational device or wheeled toy on a footpath or shared path must—

- (a) keep to the left of the footpath or shared path unless it is impracticable to do so; and
- (b) give way to any pedestrian (except a person travelling in or on a wheeled recreational device or wheeled toy) who is on the footpath or shared path.

Maximum penalty—20 penalty units.

(1A) Subsection (1) does not apply to a person travelling in or on a wheeled recreational device or wheeled toy on a footpath if a local law prohibits the travelling.

(2) A “shared path” is an area open to the public (except a separated footpath) that is designated for, or has as one of its main uses, use by both

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the riders of bicycles and pedestrians, and includes a length of path for use by both bicycles and pedestrians beginning at a shared path sign and ending at the nearest of the following—

- (a) an end shared path sign;
- (b) a no bicycles sign or no bicycles road marking;
- (c) a bicycle path sign;
- (d) a road (except a road-related area);
- (e) the end of the path.

Examples—



Shared path sign



End shared path sign



No bicycles sign



Bicycle path sign

243 Travelling on rollerblades etc on a bicycle path or separated footpath

(1) A person travelling on rollerblades, rollerskates, or a similar wheeled recreational device, must not be on a part of a separated footpath designated for the use of pedestrians unless the person—

- (a) is crossing the separated footpath by the shortest safe route; and

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- (b) does not stay on the separated footpath for longer than necessary to cross the separated footpath safely.

Maximum penalty—20 penalty units.

(2) A person travelling on rollerblades, rollerskates, or a similar wheeled recreational device, on a bicycle path, or a part of a separated footpath designated for the use of bicycles, must keep out of the path of any bicycle.

Maximum penalty—20 penalty units.

244 Holding onto a moving vehicle

A person travelling in or on a wheeled recreational device or wheeled toy must not hold onto a vehicle while the vehicle is moving.

Maximum penalty—20 penalty units.

PART 15—ADDITIONAL RULES FOR BICYCLE RIDERS

245 Riding a bicycle

The rider of a bicycle must—

- (a) sit astride the rider's seat facing forwards (except if the bicycle is not built to be ridden astride); and
- (b) ride with at least 1 hand on the handlebars; and
- (c) if the bicycle is equipped with a seat—not ride the bicycle seated in any other position on the bicycle.

Maximum penalty—20 penalty units.

246 Carrying people on a bicycle

The rider of a bicycle must not carry more persons on the bicycle than the bicycle is designed to carry.

Maximum penalty—20 penalty units.

247 Riding in a bicycle lane on a road

(1) The rider of a bicycle riding on a length of road with a bicycle lane designed for bicycles travelling in the same direction as the rider must ride in the bicycle lane unless it is impracticable to do so.

Maximum penalty—20 penalty units.

(2) In this section—

“**road**” does not include a road-related area.

248 No riding across a road on a crossing

The rider of a bicycle must not ride across a road, or part of a road, on a children’s crossing, marked foot crossing or pedestrian crossing.

Maximum penalty—20 penalty units.

249 Riding on a separated footpath

The rider of a bicycle must not ride on a part of a separated footpath designated for the use of pedestrians.

Maximum penalty—20 penalty units.

250 Riding on a footpath or shared path

(1) Subject to subsection (1A), the rider of a bicycle riding on a footpath or shared path must—

- (a) keep to the left of the footpath or shared path unless it is impracticable to do so; and
- (b) give way to any pedestrian on the footpath or shared path.

Maximum penalty—20 penalty units.

(1A) Subsection (1) does not apply to a person riding a bicycle on a footpath if a local law otherwise provides.

(2) In this section—

“**footpath**” does not include a separated footpath.

251 Riding to the left of oncoming bicycle riders on a path

The rider of a bicycle riding on a bicycle path, footpath, separated footpath or shared path must keep to the left of any oncoming bicycle rider on the path.

Maximum penalty—20 penalty units.

252 No bicycles signs and markings

(1) The rider of a bicycle must not ride on a length of road or footpath to which a no bicycles sign, or a no bicycles road marking, applies.

Maximum penalty—20 penalty units.

(2) A no bicycles sign, or a no bicycles road marking, applies to a length of road or footpath beginning at the sign or marking and ending at the nearest of the following—

- (a) a bicycle path sign or bicycle path road marking;
- (b) a bicycle lane sign;
- (c) a separated footpath sign or separated footpath road marking;
- (d) a shared path sign;
- (e) an end no bicycles sign;
- (f) the next intersection.

Examples—



No bicycles sign



Bicycle path sign



Bicycle lane sign



Separated footpath sign



Shared path sign



End no bicycles sign

253 Bicycle riders not to cause a traffic hazard

The rider of a bicycle must not cause a traffic hazard by moving into the path of a driver or pedestrian.

Maximum penalty—20 penalty units.

254 Bicycles being towed etc

(1) A person must not ride on a bicycle that is being towed by another vehicle.

Maximum penalty—20 penalty units.

(2) The rider of a bicycle must not hold onto another vehicle while the vehicle is moving.

Maximum penalty—20 penalty units.

255 Riding too close to the rear of a motor vehicle

The rider of a bicycle must not ride within 2 m of the rear of a moving motor vehicle continuously for more than 200 m.

Maximum penalty—20 penalty units.

256 Bicycle helmets

(1) The rider of a bicycle must wear an approved bicycle helmet securely fitted and fastened on the rider's head.

Maximum penalty—20 penalty units.

(2) The rider of a bicycle must not carry a passenger on the bicycle unless the passenger is wearing an approved bicycle helmet securely fitted and fastened on the passenger's head.

Maximum penalty—20 penalty units.

(3) Subsection (2) does not apply to the rider of a 3-wheeled or 4-wheeled bicycle who is carrying a paying passenger.

(4) A person is exempt from wearing a bicycle helmet if the person is carrying a current doctor's certificate stating that, for a stated period—

- (a) the person can not wear a bicycle helmet for medical reasons; or
- (b) because of a physical characteristic of the person, it would be unreasonable to require the person to wear a bicycle helmet.

257 Riding with a person on a bicycle trailer

(1) The rider of a bicycle must not tow a bicycle trailer with a person in or on the bicycle trailer, unless—

- (a) the rider is 16 years old, or older; and
- (b) the person in or on the bicycle trailer is under 10 years old; and
- (c) the bicycle trailer can safely carry the person; and
- (d) the person in or on the bicycle trailer is wearing an approved bicycle helmet securely fitted and fastened on the person's head.

Maximum penalty—20 penalty units.

(2) In this section—

“**bicycle trailer**” means a vehicle that is built to be towed, or is towed, by a bicycle.

258 Equipment on a bicycle

A person must not ride a bicycle or powered wheeled recreational device that does not have—

- (a) at least 1 effective brake; and
- (b) a bell, horn or similar warning device in working order.

Maximum penalty—20 penalty units.

259 Riding at night

The rider of a bicycle or powered wheeled recreational device must not ride at night, or in hazardous weather conditions causing reduced visibility, unless the bicycle or device, or the rider, displays—

- (a) a flashing or steady white light that is clearly visible for at least 200 m from the front of the bicycle or device; and
- (b) a flashing or steady red light that is clearly visible for at least 200 m from the rear of the bicycle or device; and
- (c) a red reflector that is clearly visible for at least 50 m from the rear of the bicycle or device when light is projected onto it by a vehicle’s headlight on low-beam.

Maximum penalty—20 penalty units.

260 Stopping for a red bicycle crossing light

(1) The rider of a bicycle approaching or at bicycle crossing lights showing a red bicycle crossing light must stop before reaching the bicycle crossing lights.

Maximum penalty—20 penalty units.

- (2) The rider must not proceed until—
 - (a) the bicycle crossing lights change to green; or
 - (b) there is no red bicycle crossing light showing.

Maximum penalty—20 penalty units.

Example—



Red bicycle crossing light



Green bicycle crossing light

261 Stopping for a yellow bicycle crossing light

(1) The rider of a bicycle approaching bicycle crossing lights showing a yellow bicycle crossing light must comply with this section.

Maximum penalty—20 penalty units.

(2) If the rider can stop safely before reaching the bicycle crossing lights, the bicycle rider must stop before reaching the lights.

(3) If the rider stops before reaching the bicycle crossing lights, and the lights change to red, the bicycle rider must not proceed until—

- (a) the bicycle crossing lights change to green; or
- (b) there is no red or yellow bicycle crossing light showing.

Example—



Yellow bicycle crossing light

262 Proceeding when bicycle crossing lights change to yellow or red

(1) If bicycle crossing lights at an intersection change from green to yellow or red while the rider of a bicycle is in the intersection, the rider must finish crossing the intersection as soon as the rider can do so safely.

Maximum penalty—20 penalty units.

(2) If bicycle crossing lights at a place on a road where the rider of a bicycle is crossing the road change from green to yellow or red while the rider is on the road, the rider must cross the road as soon as the rider can do so safely.

Maximum penalty—20 penalty units.

(3) In this section—

“road” does not include a road-related area.

PART 16—RULES FOR PERSONS TRAVELLING IN OR ON VEHICLES

263 Application of part to persons in or on trams

This part, except section 269(1), does not apply to a person in or on a tram.

264 Wearing of seatbelts by drivers

(1) The driver of a motor vehicle that is moving, or is stationary but not parked, must comply with this section if the driver’s seating position is fitted with a seatbelt.

Maximum penalty—20 penalty units.

(2) The driver must wear the seatbelt properly adjusted and fastened unless the driver is—

- (a) reversing the vehicle; or
- (b) exempt from wearing a seatbelt under section 267.

265 Wearing of seatbelts by passengers 16 years old, or older

(1) A passenger in or on a motor vehicle that is moving, or is stationary but not parked, must comply with this section if the passenger is 16 years old, or older.

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Maximum penalty—20 penalty units.

(2) The passenger must occupy a seating position fitted with a seatbelt if—

- (a) there is a seating position fitted with a seatbelt that is not already occupied by someone else who is not exempt from wearing a seatbelt; and
- (b) the passenger is not exempt from wearing a seatbelt under section 267.

(3) If the passenger occupies a seating position fitted with a seatbelt, the passenger must wear the seatbelt properly adjusted and fastened unless the passenger is exempt from wearing a seatbelt under section 267.

(4) If the motor vehicle has 2 or more rows of seats, the passenger must not sit in the front row of seats unless—

- (a) the passenger is occupying a seating position fitted with a seatbelt; or
- (b) there is not a seating position available for the passenger in another row of seats.

266 Wearing of seatbelts by passengers under 16 years old

(1) The driver of a motor vehicle (except a bus or motorbike) that is moving, or is stationary but not parked, must ensure that this section is complied with for each passenger in or on the vehicle who is under 16 years old.

Maximum penalty—20 penalty units.

(2) If the passenger is under 1 year old, and not exempt from wearing a seatbelt under section 267, the passenger must be restrained in a suitable approved child restraint that is properly fastened and adjusted, unless the driver is exempt from this subsection under subsection (4).

(3) If the passenger is at least 1 year old but under 16 years old, and not exempt from wearing a seatbelt under section 267, the passenger must—

- (a) be restrained in a suitable approved child restraint that is properly fastened and adjusted; or
- (b) occupy a seating position fitted with a suitable seatbelt and wear the seatbelt properly adjusted and fastened.

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(4) The driver of a taxi is exempt from subsection (2) in relation to a passenger if—

- (a) there is no suitable approved child restraint available in the taxi for the passenger; and
- (b) if the taxi has 2 or more rows of seats—the passenger is not in the front row of seats.

(5) It is a defence to a prosecution of a driver for an offence against subsection (1) if the driver proves that the offence happened in circumstances that made compliance with subsection (1) unreasonable or impractical.

267 Exemptions from wearing seatbelts

(1) A person in or on a motor vehicle is exempt from wearing a seatbelt if—

- (a) the person is—
 - (i) engaged in the door-to-door delivery or collection of goods, or in the collection of waste or garbage; and
 - (ii) required to get in or out of the vehicle, or on or off the vehicle, at frequent intervals; and
- (b) the vehicle is not travelling over 25 kilometres per hour.

(2) A person is exempt from wearing a seatbelt if the person (or, for a passenger, the driver of the vehicle in which the person is a passenger) is carrying a current doctor's certificate stating that, for a stated period—

- (a) the person can not wear a seatbelt for medical reasons; or
- (b) because of a physical characteristic of the person, it would be unreasonable to require the person to wear a seatbelt; or
- (c) for a person who is the driver of a vehicle—because of a physical characteristic of the person, the person can not safely drive a motor vehicle while wearing a seatbelt.

(3) However, a person is not exempt under subsection (2) from wearing a seatbelt if the person (or, for a passenger, the driver of the vehicle in which the person is a passenger) does not immediately produce the certificate mentioned in subsection (2) for inspection when a police officer

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asks the person (or the driver) whether the person is exempt from wearing a seatbelt.

(4) A person is exempt from wearing a seatbelt if—

(a) the person is a passenger in a police or emergency vehicle; and

(b) if the vehicle has 2 or more rows of seats—

(i) the person is not in the front row of seats; or

(ii) there is not a seating position available for the person in another row of seats.

(5) A person is exempt from wearing a seatbelt if the person is driving a taxi.

268 How persons must travel in or on a motor vehicle

(1) A person must not travel in or on a part of a motor vehicle that is not a part designed primarily for the carriage of passengers or goods.

Maximum penalty—20 penalty units.

(2) A person must not travel in or on a part of a motor vehicle that is a part designed primarily for the carriage of goods if the part is not enclosed.

Maximum penalty—20 penalty units.

(3) A person must not travel in or on a motor vehicle with any part of the person's body outside a window or door of the vehicle, unless the person is the driver of the vehicle and is giving a hand signal—

(a) for changing direction to the right in accordance with section 50;
or

(b) for stopping or slowing in accordance with section 55.

Maximum penalty—20 penalty units.

(4) The driver of a motor vehicle (except a bus) must not drive with a passenger if any part of the passenger's body is outside a window or door of the vehicle.

Maximum penalty—20 penalty units.

(5) This section does not apply to a person who is—

(a) in or on a police or emergency vehicle; or

(b) on a motorbike; or

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- (c) engaged in the door-to-door delivery or collection of goods, or in the collection of waste or garbage, in or on a motor vehicle that is not travelling over 25 kilometres per hour.

(6) In this section—

“**enclosed**”, for a part of a vehicle—

- (a) means enclosed by the structure of the vehicle; but
- (b) does not include enclosed by a canopy or cage fitted to the vehicle.

269 Opening doors and getting out of a vehicle etc

(1) A person must not get off, or out of, a moving vehicle, unless the person is engaged in the door-to-door delivery or collection of goods, or in the collection of waste or garbage, and the vehicle is not travelling over 5 kilometres per hour.

Maximum penalty—20 penalty units.

(2) Subsection (1) does not apply to a person getting off a bicycle or animal.

(3) A person must not cause a hazard to any person or vehicle by opening a door of a vehicle, leaving a door of a vehicle open, or getting off, or out of, a vehicle.

Maximum penalty—20 penalty units.

(4) The driver of a bus must not drive the bus unless the doors of the bus are closed while the bus is moving.

Maximum penalty—20 penalty units.

270 Wearing motorbike helmets

(1) The rider of a motorbike that is moving, or is stationary but not parked, must—

- (a) wear an approved motorbike helmet securely fitted and fastened on the rider’s head; and
- (b) not ride with a passenger unless the passenger complies with subsection (2).

Maximum penalty—20 penalty units.

(2) A passenger on a motorbike that is moving, or is stationary but not parked, must wear an approved motorbike helmet securely fitted and fastened on the passenger's head.

Maximum penalty—20 penalty units.

(3) In this section—

“**passenger**” of a motorbike includes a person on the pillion seat of the motorbike, or in a sidecar.

271 Riding on motorbikes

(1) The rider of a motorbike that is moving, or is stationary but not parked, must—

- (a) sit astride the rider's seat facing forwards; and
- (b) ride with at least 1 hand on the handlebars; and
- (c) if the motorbike is moving—keep both feet on the footrests designed for use by the rider of the motorbike.

Maximum penalty—20 penalty units.

(2) A passenger on a motorbike (except a passenger in a sidecar) that is moving, or is stationary but not parked, must—

- (a) sit astride the pillion seat facing forwards; and
- (b) keep both feet on the footrests designed for use by a pillion passenger on the motorbike.

Maximum penalty—20 penalty units.

(3) The rider of a motorbike must not ride with a passenger (except a passenger in a sidecar) unless the passenger complies with subsection (2).

Maximum penalty—20 penalty units.

(4) The rider of a motorbike must not ride with more than 1 passenger (excluding any passenger in a sidecar).

Maximum penalty—20 penalty units.

(5) The rider of a motorbike must not ride with more passengers in a side car than the sidecar is designed to carry.

Maximum penalty—20 penalty units.

272 Interfering with the driver's control of the vehicle etc

A passenger in or on a vehicle must not—

- (a) interfere with the driver's control of the vehicle; or
- (b) obstruct the driver's view of the road or traffic.

Maximum penalty—20 penalty units.

PART 17—ADDITIONAL RULES FOR DRIVERS OF TRAMS, BUSES AND TAXIS

Division 1—Trams

273 Division also applies to public buses travelling along tram tracks

This division applies to the driver of a bus travelling along tram tracks as if a reference in the division to a tram included a reference to a bus travelling along tram tracks.

274 Stopping for a red T light

The driver of a tram approaching or at T lights showing a red T light must stop—

- (a) if there is a stop line at or near the T lights—as near as practicable to, but before reaching, the stop line; or
- (b) if there is no stop line at or near the T lights—as near as practicable to, but before reaching, the nearest or only T lights.

Maximum penalty—20 penalty units.

275 Stopping for a yellow T light

The driver of a tram approaching or at T lights showing a yellow T light must stop—

- (a) if there is a stop line at or near the T lights and the driver can stop safely before reaching the stop line—as near as practicable to, but before reaching, the stop line; or
- (b) if there is no stop line at or near the T lights and the driver can stop safely before reaching the T lights—as near as practicable to, but before reaching, the nearest or only T lights.

Maximum penalty—20 penalty units.

276 Exception to stopping for a red or yellow T light

The driver of a tram approaching or at T lights showing a red or yellow T light does not have to stop if a white traffic arrow is also showing and the driver is turning in the direction indicated by the arrow.

277 Proceeding after stopping for a red or yellow T light

The driver of a tram who stops for T lights showing a red or yellow T light must not proceed until—

- (a) a white T light is showing; or
- (b) no T light is showing and traffic lights at or near the T lights are showing a green traffic light.

Maximum penalty—20 penalty units.

278 Proceeding when a red traffic light and a white T light or white traffic arrow is showing

(1) The driver of a tram approaching or at a white T light at or near traffic lights showing a red traffic light may proceed straight ahead, or turn, despite the red traffic light.

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(2) The driver of a tram approaching or at a white traffic arrow at or near traffic lights showing a red traffic light may turn in the direction indicated by the arrow, despite the red traffic light.

Example—



White T light

279 Proceeding when a white T light or white traffic arrow is no longer showing

(1) This section applies to—

- (a) the driver of a tram at an intersection with T lights showing a white T light who has stopped after the stop line, or nearest or only T lights, at the intersection; or
- (b) the driver of a tram at an intersection with traffic arrows showing a white traffic arrow who is turning in the direction indicated by the arrow and has stopped after the stop line, or nearest or only traffic arrows, at the intersection.

Example—

The driver of a tram may stop after the stop line at an intersection with T lights showing a white T light, and not proceed through the intersection, because the intersection, or a road beyond the intersection, is blocked by traffic.

(2) If the T lights or traffic arrows change to yellow or red, or turn off, while the driver is stopped and the driver has not entered the intersection, the driver must not proceed until—

- (a) a white T light is showing; or
- (b) there is no T light showing, and traffic lights at or near the T lights are showing a green traffic light; or
- (c) if the driver is turning at the intersection—a white traffic arrow is showing that indicates the direction in which the driver is turning.

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Maximum penalty—20 penalty units.

(3) If the T lights or traffic arrows change to yellow or red, or turn off, while the driver is stopped and the driver has entered the intersection, the driver must leave the intersection as soon as the driver can do so safely.

Maximum penalty—20 penalty units.

Division 2—Buses and taxis

280 Division does not apply to buses travelling along tram tracks

This division does not apply to the driver of a bus travelling along tram tracks.

281 Stopping for a red B light

The driver of a bus or taxi approaching or at B lights showing a red B light must stop—

- (a) if there is a stop line at or near the B lights—as near as practicable to, but before reaching, the stop line; or
- (b) if there is no stop line at or near the B lights—as near as practicable to, but before reaching, the nearest or only B lights.

Maximum penalty—20 penalty units.

282 Stopping for a yellow B light

The driver of a bus or taxi approaching or at B lights showing a yellow B light must stop—

- (a) if there is a stop line at or near the B lights and the driver can stop safely before reaching the stop line—as near as practicable to, but before reaching, the stop line; or
- (b) if there is no stop line at or near the B lights and the driver can stop safely before reaching the B lights—as near as practicable to, but before reaching, the nearest or only B lights.

Maximum penalty—20 penalty units.

283 Exception to stopping for a red or yellow B light

The driver of a bus or taxi approaching or at B lights showing a red or yellow B light does not have to stop if a white traffic arrow is also showing and the driver is turning in the direction indicated by the arrow.

284 Proceeding after stopping for a red or yellow B light

The driver of a bus or taxi who stops for B lights showing a red or yellow B light must not proceed until—

- (a) a white B light is showing; or
- (b) no B light is showing and traffic lights at or near the B lights are showing a green traffic light.

Maximum penalty—20 penalty units.

285 Proceeding when a red traffic light and a white B light or white traffic arrow is showing

(1) The driver of a bus or taxi approaching or at a white B light at or near traffic lights showing a red traffic light may proceed straight ahead, or turn, despite the red traffic light.

(2) The driver of a bus or taxi approaching or at a white traffic arrow at or near traffic lights showing a red traffic light may turn in the direction indicated by the arrow, despite the red traffic light.

Example—



White B light

286 Proceeding when a white B light or white traffic arrow is no longer showing

- (1) This section applies to—

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- (a) the driver of a bus or taxi at an intersection with B lights showing a white B light who has stopped after the stop line, or nearest or only B lights, at the intersection; or
- (b) the driver of a bus or taxi at an intersection with traffic arrows showing a white traffic arrow who is turning in the direction indicated by the arrow and has stopped after the stop line, or nearest or only traffic arrows, at the intersection.

Example—

The driver of a bus or taxi may stop after the stop line at an intersection with B lights showing a white B light, and not proceed through the intersection, because the intersection, or a road beyond the intersection, is blocked by traffic.

(2) If the B lights or traffic arrows change to yellow or red, or turn off, while the driver is stopped and the driver has not entered the intersection, the driver must not proceed until—

- (a) a white B light is showing; or
- (b) there is no B light showing, and traffic lights at or near the B lights are showing a green traffic light; or
- (c) if the driver is turning at the intersection—a white traffic arrow is showing that indicates the direction in which the driver is turning.

Maximum penalty—20 penalty units.

(3) If the B lights or traffic arrows change to yellow or red, or turn off, while the driver is stopped and the driver has entered the intersection, the driver must leave the intersection as soon as the driver can do so safely.

Maximum penalty—20 penalty units.

PART 18—MISCELLANEOUS ROAD RULES

Division 1—Miscellaneous rules for drivers

287 Duties of a driver involved in a crash

- (1) This section applies to a driver involved in a crash.

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(2) The driver (or the driver’s representative) must give the driver’s required particulars, within the required time and, if practicable, at the scene of the crash, to—

- (a) any other driver (or that driver’s representative) involved in the crash; and
- (b) any other person involved in the crash who is injured, or the person’s representative; and
- (c) the owner of any property (including any vehicle) damaged in the crash (or the owner’s representative), unless, in the case of damage to a vehicle, the particulars are given to the driver of the vehicle (or the driver’s representative).

Maximum penalty—20 penalty units.

(3) The driver (or the driver’s representative) must also give the driver’s required particulars, within the required time, to a police officer if—

- (a) anyone is killed or injured in the crash; or
- (b) the driver does not, for any reason, give the driver’s required particulars to each person mentioned in subsection (2); or
- (c) the required particulars for any other driver involved in the crash are not given to the driver; or
- (d) a motor vehicle involved in the crash is towed or carried away by another vehicle; or
- (e) property, except the driver’s motor vehicle, is damaged to the value of at least the amount fixed for the purpose of section 92(1)(i) of the Act.¹⁴

Maximum penalty—20 penalty units.

(4) The amount fixed for the purpose of section 92(1)(i) of the Act is \$2 500.

(5) For this section—

“required particulars”, for a driver involved in a crash, means—

- (a) the driver’s name and address; and

¹⁴ See *Transport Operations (Road Use Management) Act 1995*, section 92 (Duties and liabilities of drivers involved in road incidents).

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- (b) the name and address of the owner of the driver's vehicle; and
- (c) the vehicle's registration number (if any); and
- (d) any other information necessary to identify the vehicle.

“required time”, for a driver involved in a crash, means as soon as possible but, except in exceptional circumstances, within 24 hours after the crash.

288 Driving on a path

(1) A driver (except the rider of a bicycle) must not drive on a path, unless subsection (2) or (3) applies to the driver.

Maximum penalty—20 penalty units.

(2) A driver may drive on a path if the driver is—

- (a) driving on a part of the path indicated by information on or with a traffic control device as a part where vehicles may drive; or
- (b) driving on the path to enter or leave, by the shortest practicable route, a road-related area or adjacent land and there is not a part of the path indicated by information on or with a traffic control device as a part where vehicles may drive.

(3) A driver may drive a motorised wheelchair on a path if—

- (a) the unladen mass of the wheelchair is not over 110 kilograms; and
- (b) the wheelchair is not travelling over 10 kilometres per hour; and
- (c) because of the driver's physical condition, the driver has a reasonable need to use a wheelchair.

(4) A driver on a path (except the rider of a bicycle, or a driver driving on the path to enter a road from a road-related area or adjacent land, or to enter a road-related area or adjacent land from a road) must give way to all other road users, and to animals, on the path.

Maximum penalty—20 penalty units.

(5) This section does not apply to the rider of an animal riding the animal on a footpath.

(6) In this section—

“path” means a bicycle path, footpath or shared path.

289 Driving on a nature strip

(1) A driver must not drive on a nature strip adjacent to a length of road in a built-up area, unless the driver is—

- (a) entering or leaving, by the shortest practicable route, an area on the nature strip indicated by information on or with a traffic control device as an area where vehicles may drive; or
- (b) driving on a part of the nature strip indicated by information on or with a traffic control device as a part where vehicles may drive; or
- (c) driving on the nature strip to enter or leave, by the shortest practicable route, a road-related area or adjacent land and there is not a part of the nature strip indicated by information on or with a traffic control device as a part where vehicles may drive; or
- (d) riding a bicycle or animal; or
- (e) driving a ride-on lawnmower that is cutting grass on the nature strip; or
- (f) driving a motorised wheelchair.

Maximum penalty—20 penalty units.

(2) A driver driving on a nature strip (except the rider of an animal, or a driver driving on the nature strip to enter a road from a road-related area or adjacent land, or to enter a road-related area or adjacent land from a road) must give way to all other road users, and to animals, on the nature strip.

Maximum penalty—20 penalty units.

290 Driving on a traffic island

A driver must not drive on a traffic island (except the central traffic island in a roundabout), unless the traffic island is designed to allow vehicles to be driven on it.

Maximum penalty—20 penalty units.

291 Making unnecessary noise or smoke

(1) A person must not—

- (a) start a vehicle, or drive a vehicle, in a way that makes unnecessary noise or smoke; or
- (b) wilfully start a vehicle, or drive a vehicle, in a way that makes unnecessary noise or smoke.

Maximum penalty—20 penalty units.

Example of subsection (1)(a)—

Driving a vehicle in a way that causes noise or smoke because of—

- (a) disrepair of the vehicle; or
- (b) the way the vehicle is loaded; or
- (c) the condition, construction or adjustment of the vehicle's engine or other equipment.

Example of subsection (1)(b)—

Driving a vehicle in a way that causes noise or smoke by wilfully and unnecessarily causing the wheels of the vehicle to lose traction and spin on the road surface.

(2) A person must not drive a vehicle to which a noisy instrument is attached or on which a noisy instrument is used.

Maximum penalty—20 penalty units.

(3) The driver of a vehicle or a passenger in or on the vehicle must not—

- (a) ring a bell or sound a horn, except a horn or similar warning device under section 224; or
- (b) play or use a noisy instrument.

Maximum penalty—20 penalty units.

292 Insecure or overhanging load

A driver must not drive or tow a vehicle if the vehicle is carrying a load that—

- (a) is not properly secured to the vehicle; or
- (b) is placed on the vehicle in a way that causes the vehicle to be unstable; or

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- (c) projects from the vehicle in a way that is likely to injure a person, obstruct the path of other drivers or pedestrians, or damage a vehicle or anything else (for example, the road surface).

Maximum penalty—20 penalty units.

293 Removing fallen etc things from the road

(1) This section applies to a driver if—

- (a) something falls onto the road from the driver’s vehicle, or the driver, or a passenger in or on the driver’s vehicle, puts something on the road; and
- (b) there is a possibility that the thing, if left on the road, may injure a person, obstruct the path of other drivers or pedestrians, or damage a vehicle or anything else (for example, the road surface).

(2) The driver must remove the thing, or take action to have the thing removed, from the road as soon as the driver can do so safely.

Maximum penalty—20 penalty units.

Example of things—

1. Fallen loads.
2. Oil or grease.
3. Debris from an accident.
4. Wheel chocks.

(3) If something has fallen onto the road from a vehicle because of a crash and the vehicle is towed away by a person, the person must remove the thing from the road as soon as the person can do so safely.

Maximum penalty—20 penalty units.

(4) In this section—

“**put**” something onto the road includes—

- (a) throw, drop or propel the thing onto the road; and
- (b) otherwise cause the thing to be on the road.

293A Oil and grease

A person must not drive a vehicle without taking adequate precautions to stop oil or grease from the engine or another part of the vehicle dropping on the road.

Maximum penalty—20 penalty units.

294 Keeping control of a vehicle being towed

(1) The driver of a motor vehicle must not tow another motor vehicle unless—

- (a) either—
 - (i) the driver can control the movement of the towed vehicle; or
 - (ii) the brakes and steering of the towed vehicle are in working order and a person who is licensed to drive the towed vehicle is sitting in the driver's seat of the towed vehicle, and is in control of its brakes and steering; and
- (b) it is safe to tow the towed vehicle.

Maximum penalty—20 penalty units.

(2) The driver of a motor vehicle must not tow a trailer unless—

- (a) the driver can control the movement of the trailer; and
- (b) it is safe to tow the trailer.

Maximum penalty—20 penalty units.

(3) The driver of a motor vehicle must not tow a bicycle, tricycle, power-assisted cycle, wheeled recreational device, wheeled toy or wheelchair.

Maximum penalty—20 penalty units.

(4) The driver of a motor vehicle must not tow more than 1 motor vehicle or trailer.¹⁵

Maximum penalty—20 penalty units.

¹⁵ However, a special circumstances permit may be issued under the *Transport Operations (Road Use Management) Regulation 1995*, section 62L to authorise a person's use of a road that may be prohibited under section 294(4).

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(5) However, the driver may tow—

- (a) more than 1 vehicle, if the motor vehicle and towed vehicles combine to form a B-double or road train; or
- (b) a car towing trailer with a vehicle secured to the trailer if—
 - (i) the trailer has effective independent brakes or overrun brakes; and
 - (ii) instructions for securing a vehicle to the trailer are attached to the trailer.

(6) In this section—

“car towing trailer” means a trailer with 1 axle that allows a vehicle to be towed by securing the wheels of 1 axle of the vehicle to the trailer.

“motor vehicle” does not include a trailer attached to the motor vehicle.

295 Motor vehicle towing another vehicle with a towline

(1) The driver of a motor vehicle towing another vehicle using a chain, rope, fabric, strap or wire (the **“towline”**) must comply with this section.

Maximum penalty—20 penalty units.

(2) If neither of the vehicles is a motorbike, the driver must keep a distance of not over 4 m between the vehicles.

(3) If at least 1 of the vehicles is a motorbike, the driver must keep a distance of not over 2.5 m between the vehicles.

(4) If the towline is longer than 2 m, the driver must attach a white or brightly coloured flag, piece of cloth or other similar material (the **“warning material”**) to the towline in accordance with subsection (5).

(5) The warning material must—

- (a) be substantially square or rectangular with 2 adjacent sides at least 300 millimetres long; and
- (b) be attached midway along the towline; and
- (c) be visible for at least 100 m from either side of the warning material.

(6) If the driver is towing at night, the driver must ensure the warning material is lit by a light attached to 1 of the vehicles.

296 Driving a vehicle in reverse

(1) The driver of a vehicle must not reverse the vehicle unless the driver can do so safely.

Maximum penalty—20 penalty units.

(2) The driver of a vehicle must not reverse the vehicle further than is reasonable in the circumstances.

Maximum penalty—20 penalty units.

297 Driver to have proper control of a vehicle etc

(1) A driver must not drive a vehicle unless the driver has proper control of the vehicle.

Maximum penalty—20 penalty units.

(2) A driver must not drive a motor vehicle unless the driver has a clear view of the road, and traffic, ahead, behind and to each side of the driver.

Maximum penalty—20 penalty units.

298 Driving with a person in a trailer

A driver must not drive a motor vehicle towing a trailer with a person in or on the trailer.

Maximum penalty—20 penalty units.

299 Television receivers and visual display units in motor vehicles

(1) A driver must not drive a motor vehicle that has a television receiver or visual display unit in or on the vehicle operating while the vehicle is moving, or is stationary but not parked, if any part of the image on the screen—

- (a) is visible to the driver from the normal driving position; or
- (b) is likely to distract another driver.

Maximum penalty—20 penalty units.

(2) This section does not apply to the driver if—

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- (a) the driver is driving a bus and the visual display unit is, or displays, a destination sign or other bus sign; or
- (b) the visual display unit is, or is part of, a driver's aid.

Example of driver's aids—

1. Closed-circuit television security cameras.
2. Dispatch system.
3. Navigational or intelligent highway and vehicle system equipment.
4. Rearview screens.
5. Ticket-issuing machines.
6. Vehicle monitoring devices.

300 Use of hand-held mobile phones

(1) The driver of a vehicle (except an emergency vehicle or police vehicle) must not use a hand-held mobile phone while the vehicle is moving, or is stationary but not parked.

Maximum penalty—20 penalty units.

(2) In this section—

“**mobile phone**” does not include a CB radio or any other two-way radio.

300A Drinking liquor while driving

The driver of a vehicle must not drink liquor while driving the vehicle.

Maximum penalty—20 penalty units.

300B Brisbane CBD driving restrictions

(1) This section applies to a vehicle—

- (a) with at least 2 decks for carrying vehicles, that is carrying a motor vehicle on the upper deck; or
- (b) that is carrying a motor vehicle if more than 50 cm of the length of motor vehicle is above the roof of the driver's cabin of the carrying vehicle.

(2) A person must not drive the vehicle within the Brisbane CBD—

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- (a) between 7.00 am and 6.00 pm on a weekday; or
- (b) between 7.00 am and midday on a Saturday.

Maximum penalty—20 penalty units.

(3) In this section—

“Brisbane CBD” means the network of roads, including the following roads, in an area bounded by an imaginary line drawn—

- from the intersection of North Quay and Adelaide St
- along Adelaide St to Wharf St
- along Wharf St to Eagle St
- along Eagle St to Mary St
- along Mary St to Felix St
- along Felix St to Margaret St
- along Margaret St to Edward St
- along Edward St to Alice Street
- along Alice St to William St
- along William St to Queen St
- along North Quay to Adelaide St.

300C Limitation on use of wheeled recreational device or wheeled toy

(1) A person must not travel in or on a wheeled recreational device or wheeled toy if a propellant is attached to it or the person.

Maximum penalty—20 penalty units.

(2) In this section—

“propellant”—

- (a) means a machine (other than a lever, wheel and axle, pulley, screw, wedge or inclined plane) capable of propelling a wheeled recreational device or wheeled toy; but
- (b) does not include a power source.

Division 2—Rules for people in charge of animals

301 Leading an animal

(1) The driver of a motor vehicle must not lead an animal.

Maximum penalty—10 penalty units.

(2) The driver of, or a passenger in, a vehicle (other than a motor vehicle) must not lead more than 2 animals.

Maximum penalty—20 penalty units.

(3) The rider of an animal must not lead more than 1 other animal on a road, unless the rider holds a permit issued by a local government.

Maximum penalty—20 penalty units.

301A Harnessing an animal drawing a vehicle

The driver of a vehicle drawn by an animal must ensure the animal is harnessed in a way that enables the driver to—

- (a) control the animal; and
- (b) regulate its speed.

Maximum penalty—20 penalty units.

301B Riding an animal on a road related area when possible

(1) A person must not ride or lead an animal on a road if it is practicable to ride or lead the animal on a road related area.

Maximum penalty—20 penalty units.

(2) In this section—

“**road**” does not include a road-related area, but includes any shoulder of the road.

302 Rider of an animal on a footpath or nature strip to give way to pedestrians

The rider of an animal must give way to any pedestrian on a footpath or nature strip.

Maximum penalty—20 penalty units.

303 Riding an animal alongside more than 1 other rider

(1) The rider of an animal must not ride on a road alongside more than 1 other rider, unless the rider is overtaking the other riders or droving stock.

Maximum penalty—20 penalty units.

(2) If the rider of an animal is riding on a road alongside another rider, the rider must ride not over 1.5 m from the other rider.

Maximum penalty—20 penalty units.

(3) In this section—

“**road**” does not include a road-related area, but includes a bicycle path, shared path and any shoulder of the road.

303A Giving way to restive horses

(1) This section applies if a person in charge of a restive horse gives a signal, by raising a hand and pointing to the horse, to the driver of a motor vehicle on a road.

(2) The driver must—

- (a) drive the vehicle as near as practicable to the far left side of the road; and
- (b) stop the vehicle’s engine; and
- (c) not move the vehicle until there is no reasonable likelihood that the noise of the motor, or the movement of the vehicle, will aggravate the restiveness of the horse.

Maximum penalty—20 penalty units.

(3) In this section—

“**in charge of**” includes leading, driving or riding.

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Division 2A—Rules for people in charge of animal drawn vehicles

303B Brakes

(1) A person in charge of an animal drawing a vehicle must ensure that the vehicle has an efficient brake capable of stopping and holding the vehicle.

Maximum penalty—20 penalty units.

(2) For a 2 wheeled vehicle, subsection (1) is satisfied if the vehicle is attached to the animal by a harness that is suitable and sufficient to enable the vehicle to be stopped.

(3) If the vehicle is a van, lorry, wagon, or other heavy animal drawn vehicle, subsection (1) is not satisfied if the vehicle is equipped only with a nave brake.

Division 3—Obeying directions

304 Direction by police officer or traffic controller

(1) It is a defence to the prosecution of a person for an offence against a provision of this regulation if, at the time of the offence, the person was obeying a direction given to the person—

- (a) by a police officer under the *Police Powers and Responsibilities Act 2000*, section 50;¹⁶ or
- (b) by a traffic controller carrying out his or her function as a traffic controller under the *Transport Operations (Road Use Management) Regulation 1995*, section 33S.

(2) In this section—

“traffic controller” means a person who holds an appointment under the *Transport Operations (Road Use Management) Regulation 1995*,

¹⁶ *Police Powers and Responsibilities Act 2000*, section 50 (Power for regulating traffic)

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part 4A¹⁷ as an accredited person with the function of a traffic controller.

Division 4—Pushcarts

304A Using pushcarts at night

(1) A person must not use a pushcart at night, or in hazardous weather conditions causing reduced visibility, unless the pushcart, or the person, displays—

- (a) a flashing or steady white light that is clearly visible for at least 200 m from the front of the pushcart; and
- (b) a flashing or steady red light that is clearly visible for at least 200 m from the rear of the pushcart; and
- (c) a red reflector that is clearly visible for at least 50 m from the rear of the pushcart when light is projected onto it by a vehicle's headlight on low-beam.

Maximum penalty—20 penalty units.

(2) In this section—

“**pushcart**” does not include a trolley.

PART 19—EXEMPTIONS

305 Exemption for drivers of police vehicles

(1) A provision of this regulation does not apply to the driver of a police vehicle if—

- (a) in the circumstances—
 - (i) the driver is taking reasonable care; and

¹⁷ *Transport Operations (Road Use Management) Regulation 1995*, part 4A (Accredited persons)

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- (ii) it is reasonable that the provision should not apply; and
 - (b) if the vehicle is a motor vehicle that is moving—the vehicle is displaying a blue or red flashing light or sounding an alarm.
- (2) Subsection (1)(b) does not apply to the driver if, in the circumstances, it is reasonable—
- (a) not to display the light or sound the alarm; or
 - (b) for the vehicle not to be fitted or equipped with a blue or red flashing light or an alarm.

306 Exemptions for drivers of emergency vehicles

A provision of this regulation does not apply to the driver of an emergency vehicle if—

- (a) in the circumstances—
 - (i) the driver is taking reasonable care; and
 - (ii) it is reasonable that the section should not apply; and
- (b) if the vehicle is a motor vehicle that is moving—the vehicle is displaying a red flashing light or sounding an alarm.

307 Stopping and parking exemption for police and emergency vehicles

A provision of part 12 does not apply to the driver of a police vehicle or emergency vehicle if, in the circumstances—

- (a) the driver is taking reasonable care; and
- (b) it is reasonable that the provision should not apply.

308 Exemption for police officers and emergency workers on foot

A provision in part 14 does not apply to a police officer or emergency worker acting in the course of his or her duty if, in the circumstances—

- (a) the police officer or emergency worker is taking reasonable care; and
- (b) it is reasonable that the provision should not apply.

309 Exemptions for drivers of trams etc

The following provisions do not apply to the driver of a tram, or a bus travelling along tram tracks—

- part 4 (Making turns), division 1 (Left turns at intersections)
- section 88 (Left turn signs)
- section 89 (Right turn signs)
- section 90 (No turns signs)
- section 91 (No left turn and no right turn signs)
- section 92 (Traffic lane arrows)
- section 99 (Keep left and keep right signs)
- section 100 (No entry signs)
- part 9 (Roundabouts)
- part 11 (Keeping left, overtaking and other driving rules), divisions 2 (Keeping to the left), 3 (Overtaking), and 7 (Passing trams and safety zones)
- part 12 (Restrictions on stopping and parking).

310 Exemption for road workers etc

(1) A provision mentioned in subsection (2) does not apply to a person at the site of, and engaged in, roadworks if, in the circumstances—

- (a) it is not practicable for the person to comply with the provision; and
- (b) sufficient warning of the roadworks has been given to other road users.

(2) Subsection (1) applies to the following provisions—

- part 4 (Making turns), divisions 1 (Left turns at intersections) and 2 (Right turns (except hook turns) at intersections)
- part 7 (Giving way), except—
 - section 67 (Stopping and giving way at a stop sign or stop line at an intersection without traffic lights)

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- section 68 (Stopping and giving way at a stop sign or stop line at other places)
- section 69 (Giving way at a give way sign or give way line at an intersection)
- section 70 (Giving way at a give way sign at a bridge or length of narrow road)
- section 71 (Giving way at a give way sign or give way line at other places)
- part 8 (Traffic signs and road markings), except—
 - section 102 (Clearance and low clearance signs)
 - section 103 (Load limit signs)
- part 11 (Keeping left, overtaking and other driving rules)
- part 12 (Restrictions on stopping and parking)
- section 224 (Using horns and similar warning devices)
- part 14 (Rules for pedestrians), except section 236(1) (which is about causing a traffic hazard by moving into the path of an approaching vehicle)
- section 264 (Wearing of seatbelts by drivers)
- section 265 (Wearing of seatbelts by passengers 16 years old, or older)
- section 268 (How persons must travel in or on a motor vehicle)
- section 288 (Driving on a path)
- section 289 (Driving on a nature strip)
- section 290 (Driving on a traffic island)
- section 295 (Motor vehicle towing another vehicle with a towline)
- section 296 (Driving a vehicle in reverse)
- section 297(2) (which requires a driver to have a clear view of the surrounding road and traffic)
- section 298 (Driving with a person in a trailer).

(3) Section 20 (Obeying the speed limit) does not apply to a driver driving a snow-clearing vehicle and engaged in snow-clearing.

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(4) In this section—

“**road transport infrastructure**” has the meaning given by the *Transport Infrastructure Act 1994*.

“**roadworks**” means—

- (a) construction or maintenance of a road or road transport infrastructure; or
- (b) road cleaning; or
- (c) installation or maintenance of a traffic control device, traffic-related item or traffic monitoring device; or
- (d) a road surface survey test.

311 Exemption for oversize vehicles

(1) A provision mentioned in subsection (2) does not apply to the driver of an oversize vehicle, or the driver of a vehicle escorting or piloting an oversize vehicle, if—

- (a) it is not practicable for the driver to comply with the provision; and
- (b) the driver is taking reasonable care; and
- (c) the driver is complying with any guideline or permit applying in relation to the movement of the oversize vehicle under the *Transport Operations (Road Use Management) Regulation 1995*; and
- (d) the vehicle is displaying an oversize warning sign.

(2) For subsection (1), the provisions are as follows—

- part 7 (Giving way), except—
 - section 67 (Stopping and giving way at a stop sign or stop line at an intersection without traffic lights)
 - section 68 (Stopping and giving way at a stop sign or stop line at other places)
 - section 69 (Giving way at a give way sign or give way line at an intersection)
 - section 70 (Giving way at a give way sign at a bridge or length of narrow road)

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- section 71 (Giving way at a give way sign or give way line at other places)
- part 8 (Traffic signs and road markings), except—
 - section 102 (Clearance and low clearance signs)
 - section 103 (Load limit signs)
- section 111(3) (which is about entering a roundabout from the right marked lane or line of traffic)
- section 116 (Obeying traffic lane arrows when driving in or leaving a roundabout)
- part 11 (Keeping left, overtaking and other driving rules)
- part 12 (Restrictions on stopping and parking)
- section 268 (How persons must travel in or on a motor vehicle)
- section 288 (Driving on a path)
- section 289 (Driving on a nature strip)
- section 290 (Driving on a traffic island)
- section 296 (Driving a vehicle in reverse)
- section 297(2) (which requires a driver to have a clear view of the surrounding road and traffic).

312 Exemption for tow truck drivers

(1) It is a defence to the prosecution of the driver of a tow truck for an offence against a provision mentioned in subsection (2) if, at the time of the offence—

- (a) the driver is engaged in loading, or connecting to, a vehicle to which this section applies; and
- (b) the driver is unable to comply with the provision; and
- (c) the tow truck is displaying a flashing light; and
- (d) the driver is acting safely.

(2) For subsection (1), the provisions are as follows—

- part 4 (Making turns)
- part 6 (Traffic lights and twin red lights)

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- part 7 (Giving way), division 1 (Giving way at a stop sign, stop line, give way sign or give way line)
 - part 8 (Traffic signs and road markings)
 - part 9 (Roundabouts)
 - part 11 (Keeping left, overtaking and other driving rules)
 - part 12 (Restrictions on stopping and parking)
 - section 288 (Driving on a path)
 - section 289 (Driving on a nature strip)
 - section 290 (Driving on a traffic island).
- (3) This section applies to the following vehicles—
- (a) a vehicle at the scene of a crash;
 - (b) a disabled vehicle;
 - (c) a vehicle unsafely or unlawfully parked that the driver is authorised to tow away under the Act.

313 Exemption for postal vehicles

(1) A provision mentioned in subsection (2) does not apply to the driver of a postal vehicle.

(2) This section applies to the following provisions—

- section 186 (Stopping in a mail zone)
- section 198 (Obstructing access to and from a footpath, driveway etc).

(3) Section 288¹⁸ does not apply to the driver of a postal vehicle if—

- (a) the postal vehicle is a motorbike with an engine capacity of 125 mL or less; and
- (b) the driver is driving the motorbike at a speed of 10 km/h or less; and
- (c) the driver drives in a way that does not cause danger to, or obstruct, anyone or anything on the path; and

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- (d) the driver takes reasonable precautions to avoid crashing with anyone or anything on the path.

PART 20—TRAFFIC CONTROL DEVICES AND TRAFFIC-RELATED ITEMS

Division 1—General

314 Diagrams of traffic control devices, traffic-related items and symbols

(1) A diagram in this regulation of a traffic control device, traffic-related item, or symbol, represents a likeness of the device, item or symbol.

(2) If there are 2 or more diagrams of a traffic sign in schedules 2 and 3, or of a traffic-related item or symbol in schedule 4, each diagram represents a likeness of a permitted version of the sign, item or symbol.

(3) If a diagram of a traffic sign in schedule 2 or 3, or of a traffic-related item or symbol in schedule 4, is in black and white, the permitted version of the sign, item or symbol is in black and white only.

(4) If a diagram of a traffic sign, traffic-related item or symbol in a section of this regulation is in black and white and the sign, item or symbol is not in black and white only in schedule 2, 3 or 4, the diagram is a black and white representation of the sign, item or symbol, and is not a permitted version of the sign, item or symbol.

315 Legal effect of traffic control devices

(1) A traffic control device of a kind mentioned in this regulation has effect for this regulation if—

- (a) the device is on a road; and
- (b) the device complies substantially with this regulation.

(2) A traffic control device is taken to comply substantially with this regulation unless the contrary is proved.

316 When do traffic control devices comply substantially with this regulation

(1) A traffic sign complies substantially with this regulation if—

- (a) it is a reasonable likeness of a diagram in schedule 2 or 3 of that kind of traffic sign; or
- (b) for a traffic sign of a kind for which there is not a diagram in schedule 2 or 3—it complies substantially with a description of that kind of traffic sign in this regulation and, if the description includes a symbol for which there is a diagram in schedule 4, the symbol on the sign is a reasonable likeness of the diagram.

(2) A road marking complies substantially with this regulation if it complies substantially with a description of that kind of road marking in this regulation and, if the description includes a symbol for which there is a diagram in schedule 4, the symbol in the road marking is a reasonable likeness of the diagram.

(3) A traffic control device (except a traffic sign or a road marking) complies substantially with this regulation if the device complies substantially with a description of that kind of traffic control device in this regulation and, if the description includes a symbol for which there is a diagram in schedule 4, the symbol on the device is a reasonable likeness of the diagram.

(4) A traffic sign may be a reasonable likeness of a diagram of a kind of traffic sign mentioned in this regulation even though—

- (a) the dimensions of the sign, or of anything on the sign, are different; or
- (b) the sign has additional information on or with it; or
- (c) the number on the sign is different; or
- (d) the sign has a different number of panels; or
- (e) the sign is combined on a single panel with 1 or more other traffic signs; or
- (f) for a parking control sign—words, figures, symbols, or anything else, on the sign are differently arranged; or
- (g) for a bus lane sign, emergency stopping lane only sign, one-way sign or parking control sign—the sign has an arrow pointing in a different direction; or

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- (h) for a separated footpath sign or an end separated footpath sign—the pedestrian and bicycle symbols are reversed; or
- (i) for a road access sign—information on or with the sign indicates (whether by different wording or in another way) that it applies to different or additional vehicles or persons; or
- (j) there is a variation in shade or brightness between a colour on the sign and the equivalent colour in the diagram.

Example of subsection (4)(b)—

A speed limit sign near a school may say that the sign has effect at certain times. This additional information does not prevent the sign being a reasonable likeness of the diagram of a speed limit sign in schedule 2.

Example of subsection (4)(c)—

The diagram of the area speed limit sign in schedule 2 has the number '60'. A particular area speed limit sign may have another number eg '50'. The different number on the sign does not prevent the sign being a reasonable likeness of the diagram.

Examples of subsection (4)(d)—

1. A school zone sign may have the indicated speed limit, the words 'school zone', and the times of operation, on a single panel or separate panels.
2. An end bicycle path sign may have the word 'end' on a separate panel or on the same panel as the rest of the sign.

Example of subsection (4)(e)—

A no parking sign that operates at certain times may be combined on a single panel with a permissive parking sign allowing pay parking at other times.

Example of subsection (4)(f)—

A permissive parking sign limiting parking to 2 hours may have the time limit above, or below, the word 'parking'.

Example of subsection (4)(i)—

The diagram of the road access sign in schedule 2 says 'no pedestrians bicycles animals beyond this point'. The replacement of the word 'bicycles' by the word 'tractors' on a particular sign does not prevent the sign being a reasonable likeness of the diagram.

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(5) A variable illuminated message sign may also be a reasonable likeness of a diagram of a kind of traffic sign in schedule 2 or 3 even though the colour of the sign, or of anything else on the sign, is different.

Example of standard sign and variable illuminated message sign—



Speed limit sign (Standard sign)



Speed limit sign (Variable illuminated message sign)

(6) A symbol on or in a traffic control device may be a reasonable likeness of a diagram of a kind of symbol mentioned in this regulation even though the dimensions of the symbol, or of anything on the symbol, are different.

(7) In this section—

“panel” includes a board, plate and screen.

317 Information on or with traffic control devices

(1) A traffic control device may, by the use of words, figures, symbols or anything else, indicate any of the following—

- (a) the times, days or circumstances when it applies or does not apply;
- (b) the lengths of road or areas where it applies or does not apply;
- (c) the persons to whom it applies or does not apply;
- (d) the vehicles to which it applies or does not apply;
- (e) other information.

Examples of circumstances—

1. A speed limit sign may indicate that it applies when the lights at a children’s crossing are flashing.
2. A speed limit sign may indicate that it applies when children are present.

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(2) In this section—

“**traffic control device**” includes a board, device, plate, screen, word, figure, symbol, or anything else, with a traffic control device that provides information about the application of the traffic control device.

Examples of information with a traffic control device—

1. A plate erected immediately below a no U–turn sign indicating that the sign applies on Monday to Friday between 8 am and 6 pm.
2. An illuminated board erected close to, but not next to, a no entry sign indicating that commercial trucks are permitted to pass the sign when the words on the board are illuminated.

318 Limited effect of certain traffic control devices

(1) If information on a traffic control device indicates that the device applies during particular times, on particular days, in particular circumstances, to a particular length of road or area, or to particular persons or vehicles, the device has effect only for the indicated times, days, circumstances, length of road, area, persons or vehicles.

Example—

A shared zone sign on a road into an area indicating that the sign applies on Monday to Friday between 7 am and 6 pm.

(2) If information on a traffic control device indicates that the device does not apply during particular times, on particular days, in particular circumstances, to a particular length of road or area, or to particular persons or vehicles, the device does not have effect for the indicated times, days, circumstances, length of road, area, persons or vehicles.

Examples—

1. A plate erected next to a pedestrian crossing sign at a place indicating that the sign does not apply on a particular day.
2. A board erected close to a bus lane sign above a marked lane indicating that the sign does not apply when the words on the board are illuminated.

(3) If information on a traffic control device that is at a place indicates that it applies on a particular day of the week, the device does not have effect on a day that is a public holiday for the place unless information on the device states otherwise.

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Example—

If a loading zone sign indicates that it applies on Monday to Friday between 9 am and 4 pm and information on or with the sign does not indicate that it applies on public holidays, the sign does not have effect on any public holiday falling on a Monday to Friday.

(4) In this section—

“traffic control device” includes a board, device, plate, screen, word, figure, symbol, or anything else, with a traffic control device that provides information about the application of the traffic control device.

319 Legal effect of traffic-related items mentioned in this regulation

(1) A traffic-related item of a kind mentioned in this regulation has effect for this regulation if—

- (a) the item is on a road, or on a vehicle on a road; and
- (b) the item complies substantially with this regulation.

(2) A traffic-related item is taken to comply with this regulation unless the contrary is proved.

320 When do traffic-related items comply substantially with this regulation

(1) A traffic-related item complies substantially with this regulation if—

- (a) it is a reasonable likeness of a diagram in schedule 4 of that kind of traffic-related item; or
- (b) for a traffic-related item of a kind for which there is not a diagram in schedule 4—it complies substantially with a description of that kind of traffic-related item in this regulation and, if the description includes a symbol for which there is a diagram in schedule 4, the symbol on the item is a reasonable likeness of the diagram.

(2) A traffic-related item may be a reasonable likeness of a diagram of a kind of traffic-related item mentioned in this regulation even though—

- (a) the dimensions of the item, or of anything on the item, are different; or

(b) the item has additional information.

(3) A symbol on a traffic-related item may be a reasonable likeness of a diagram of a kind of symbol mentioned in this regulation even though the dimensions of the symbol, or of anything on the symbol, are different.

321 Meaning of information on or with traffic control devices and traffic-related items

A word, figure, symbol or anything else used on or with a traffic control device or traffic-related item has the same meaning as in this regulation.

322 Reference to traffic control devices and traffic-related items on a road etc

(1) A traffic control device or traffic-related item above or near a road is taken to be on the road.

Examples—

1. A speed limit sign erected on a post at the side of a road is taken to be a speed limit sign on the road.
2. A traffic lane arrow on a structure immediately above the road is taken to be a traffic lane arrow on the road.

(2) However, the device or item is taken to be on the road only if it is clearly visible to road users to whom it is designed to apply.

Example—

A shared zone sign erected on a post near the side of a road is a traffic sign on the road only if it is clearly visible to drivers driving on the road during the day and in normal weather conditions.

(3) A traffic control device or traffic-related item above or near an area or place is taken to be in or at the area or place.

Examples—

1. Traffic lights erected outside the area of an intersection, but near that area, are taken to be traffic lights at the intersection.
2. A hook turn only sign fixed to a structure above a road that is close to, but before, an intersection is taken to be a hook turn only sign at the intersection.
3. A parking control sign near the side of a road is taken to be at the side of the road.
4. A parking control sign near the centre of a road is taken to be at the centre of the road.

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(4) However, the device or item is taken to be in or at the area or place only if it is clearly visible to road users to whom it is designed to apply.

Example—

A no right turn sign suspended from wires above a road close to, but before, an intersection is a traffic sign at the intersection only if it is clearly visible to drivers approaching the intersection during the day and in normal weather conditions.

(5) Without limiting subsection (3), a traffic control device or traffic-related item above or near a break in a dividing strip is taken to be at the break.

Example—

A no U-turn sign erected in a dividing strip close to, but before, a break in the dividing strip is taken to be at the break.

(6) However, the device or item is taken to be at the break only if it is clearly visible to road users to whom it is designed to apply.

(7) A traffic control device or traffic-related item is taken to comply with subsection (2), (4) or (6) unless the contrary is proved.

(8) In this section—

“clearly visible” means—

- (a) for a traffic signal—clearly visible during the day and night in normal weather conditions; or
- (b) for another traffic control device or a traffic-related item—clearly visible during the day in normal weather conditions.

“day” means the period between sunrise on a day and sunset on the same day.

“normal weather conditions” means weather conditions that are not hazardous weather conditions causing reduced visibility.

323 References to lights that are traffic signals

A reference in this regulation to a light that is, or is part of, traffic signals is a reference to a steady light, unless otherwise expressly stated.

Division 2—Application of traffic control devices to lengths of roads and areas

324 Purpose of division

(1) This division contains rules explaining when traffic control devices apply to lengths of road and areas.

(2) Other relevant rules are found elsewhere in this regulation.

325 References to traffic control devices—application to lengths of road and areas

In applying this regulation to a length of road or an area, unless the contrary intention appears, a reference to a traffic control device is a reference to a traffic control device applying to the length of road or area.

326 When do traffic control devices apply to a length of road or area—the basic rules

(1) A traffic control device applies to a length of road or an area if—

- (a) the device applies to the length of road or area under 1 or more provisions of this regulation; or
- (b) the device, the position of the device, or information on or with the device, indicates that the device applies to the length of road or area.

(2) A traffic control device does not apply to a length of road or an area if information on or with the device expressly indicates that it does not apply to the length of road or area.

(3) Subsection (2) applies despite any other provision of this division.

(4) In subsection (1)(b)—

“**the device**” includes another traffic control device.

327 Length of road to which a traffic sign (except a parking control sign) applies

The length of road to which a traffic sign on a road (except a parking control sign) applies is worked out in the direction driven by a driver, or travelled by a pedestrian, on the road who faces the sign before passing it.

Example—

Section 21(2) provides that a speed limit sign applies to the length of road beginning at the sign and ending at the nearest of a different speed limit sign, an end speed limit sign, or speed derestriction sign, and the end of the road. Only the nearest of those things, in the direction driven by a driver, or travelled by a pedestrian, who faces the sign before passing it, is relevant.

328 References to a traffic control device applying to a length of road

If, under this regulation, a traffic control device on a road applies to a length of road, the device applies only to a length of road on that road, unless otherwise expressly stated.

Example—

A speed limit sign on a road does not apply to roads leading off from the road.

329 Traffic control devices applying to a marked lane

(1) A traffic control device (except a road marking) applies to a marked lane if—

- (a) it is above the marked lane; or
- (b) it is near the marked lane, and the device, the position of the device, or information on or with the device, indicates that it applies to the marked lane.

Example—

An emergency stopping lane only sign applies to the marked lane indicated by the arrow on the sign.

(2) A road marking applies to a marked lane if it is on the surface of the lane.

(3) However, a traffic control device does not apply to a marked lane if information on or with the device expressly indicates that the device does not apply to the marked lane.

(4) In subsection (1)(b)—

“the device” includes another traffic control device.

330 Traffic control devices applying to a slip lane

(1) A traffic control device (except a road marking) applies to a slip lane if—

- (a) it is above the slip lane; or
- (b) it is near the slip lane and on the left side of the slip lane; or
- (c) it is near the slip lane, and the device, the position of the device, or information on or with the device, indicates that it applies to the slip lane.

(2) A road marking applies to a slip lane if it is on the surface of the slip lane.

(3) However, a traffic control device does not apply to a slip lane if information on or with the device expressly indicates that the device does not apply to the slip lane.

(4) In subsection (1)(c)—

“the device” includes another traffic control device.

331 Traffic control devices applying to an intersection

A traffic control device—

- (a) applies to an intersection if it is at the intersection; and
- (b) does not apply to a slip lane at the intersection, unless information on or with the device expressly indicates that the device does not apply to the intersection.

332 Parking control signs applying to a length of road

(1) If a parking control sign displays an arrow and is at the side of a road, then, unless information on or with the sign indicates otherwise, the sign applies to the length of road between the sign and the nearest (in the direction indicated by the arrow) of the following—

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- (a) a parking control sign at that side of the road that displays an arrow indicating the opposite direction;
- (b) a yellow edge line on the road;
- (c) if the road ends at a T-intersection or dead end—the end of the road.

(2) If a parking control sign displays an arrow and is at the centre of a road or on a dividing strip, then, unless information on or with the sign indicates otherwise, the sign applies to the length of road between the sign and the nearest (in the direction indicated by the arrow) of the following—

- (a) a parking control sign at that side of the road that displays an arrow indicating the opposite direction;
- (b) a yellow edge line on the road;
- (c) if the road ends at a T-intersection or dead end—the end of the road.

333 Parking control signs applying to a length of road in an area to which another parking control sign applies etc

(1) If a parking control sign that applies to a length of road is in an area to which another parking control sign applies in accordance with section 335, the first parking control sign applies in the same way as it would apply if it were not in that area, and the second parking control sign does not apply to the length of road.

Example—

Parking control signs that establish a loading zone or taxi zone may operate on a length of road in an area where parking is otherwise restricted to residents only by other parking control signs on each road into the area.

(2) If the area indicated by a people with disabilities road marking is in an area to which a parking control sign applies in accordance with section 335, the road marking applies in the same way as it would apply if it were not in that area, and the parking control sign does not apply to the area indicated by the road marking.

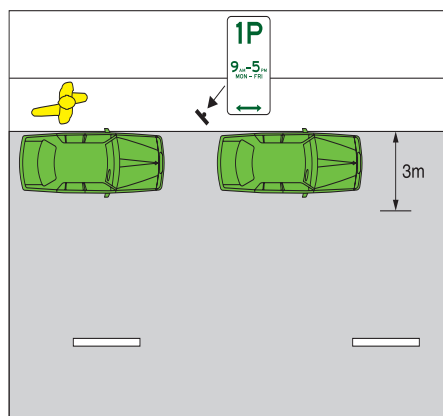
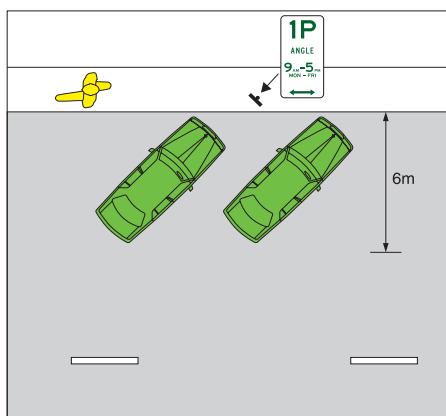
334 How parking control signs apply to a length of road

(1) If a parking control sign applies to a length of road and there are parking bays on the length of road, the sign applies only to the parking bays, unless information on or with the sign indicates otherwise.

(2) If a parking control sign applies to a length of road, the sign is at the side of the road, and there are no parking bays to which the sign applies, then, unless information on or with the sign indicates otherwise, the sign applies to the part of the road on the length of road that extends from the far side of the road (excluding any road-related area) on that side of the road for—

- (a) if the sign, or information on or with the sign, includes the words ‘angle parking’ or ‘angle’—6 m; or
- (b) in any other case—3 m.

Examples—



Example 1

Part of a road to which a parking control sign indicating angle parking applies

Example 2

Part of a road to which a parking control sign (except a sign indicating angle parking) applies

(3) If a parking control sign applies to a length of road, the sign is at the centre of the road or on a dividing strip, and there are no parking bays to which the sign applies, then, unless information on or with the sign indicates otherwise, the sign applies to—

- (a) if the sign is at the centre of the road, but not on a dividing strip—the part of the road on that length of road that extends 3 m from the centre of the road on each side of the road; or

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- (b) if the sign is on a dividing strip—the dividing strip on that length of road and the part of the road on that length of road that extends 3 m from each edge of the dividing strip.

335 Traffic control devices applying to an area

(1) A traffic control device (except a road marking) applies to an area if—

- (a) it is in the area; and
- (b) the device, the position of the device, or information on or with the device, indicates that the device applies to the area.

(2) A traffic control device (except a road marking) also applies to an area if—

- (a) there is an identical kind of traffic control device (the “**first traffic control device**”) on each road into the area; and
- (b) the traffic control device is a traffic control device applying to an area, or information on or with the device indicates that it applies to an area; and
- (c) information on or with a traffic control device on each road out of the area indicates that the first traffic control device no longer applies or that the area has ended.

Examples of traffic control devices applying to an area—

1. A school zone sign (in some circumstances—see section 23).
2. A shared zone sign.
3. A no stopping sign or no parking sign with the word ‘area’.
4. A permissive parking sign with the words ‘parking area’.

(3) A road marking applies to an area if—

- (a) it is on the surface of the area; and
- (b) the road marking, the position of the road marking, or information in or with the road marking, indicates that the road marking applies to the area.

(4) However, a traffic control device does not apply to an area if information on or with the device expressly indicates that the device does not apply to the area.

(5) A parking control sign that applies to an area applies to parking bays on each length of road in the area, and to other parts of each length of road, as if it were a parking control sign that applied only to that length of road.

(6) In this section—

“**road**”, in subsection (2)(a) and (c) and for an area of road, does not include a road-related area.

“**the device**”, in subsection (1)(b), includes another traffic control device.

“**the road marking**”, in subsection (3)(b), includes another traffic control device.

336 How separated footpath signs and separated footpath road markings apply

(1) A separated footpath sign, or separated footpath road marking, on a footpath applies in the way set out in this section.

(2) The part of the footpath to the left of the centre of the footpath is designated—

- (a) if a pedestrian symbol is on the left side of the sign or the path—for the use of pedestrians; or
- (b) if a bicycle symbol is on the left side of the sign or the path—for the use of bicycles.

(3) The part of the footpath to the right of the centre of the footpath is designated—

- (a) if a pedestrian symbol is on the right side of the sign or the path—for the use of pedestrians; or
- (b) if a bicycle symbol is on the right side of the sign or the path—for the use of bicycles.

Division 3—Application of traffic control devices to persons

337 Purpose of division

This division explains when a traffic control device applies to a person.

338 References to traffic control devices—application to persons

In applying this regulation to a person, unless the contrary intention appears, a reference to a traffic control device is a reference to a traffic control device applying to the person.

339 When do traffic control devices apply to a person—the basic rules

(1) A traffic control device applies to a person if—

- (a) the device applies to the person under a provision of this division; or
- (b) the device, the position of the device, or information on or with the device, indicates that the device applies to the person.

(2) A traffic control device does not apply to a person if information on or with the device expressly indicates that it does not apply to the person.

(3) Subsection (2) applies despite any other provision of this division.

(4) In subsection (1)(b)—

“the device” includes another traffic control device.

340 Traffic control devices (except road markings and parking control signs)

(1) A traffic control device (except a road marking or parking control sign) applies to a person if—

- (a) the device faces the person; or
- (b) the person has passed the device and the device faced the person as the person approached it.

(2) However, the device does not apply to the person if the position of the device indicates that it does not apply to the person.

Examples—

1. If a driver is driving in a marked lane of a multi-lane road, a traffic lane arrow above another marked lane does not apply to the driver.
2. If a driver is turning left using a slip lane at an intersection, a traffic light on the right side of the slip lane does not apply to the driver.
3. If a driver is driving on a two-way road, a speed limit sign facing only traffic travelling in the opposite direction does not apply to the driver.

341 Road markings

A road marking on the surface of a road applies to a person on the road unless the position of the road marking indicates that it does not apply to the person.

Examples—

1. If a driver is driving on a road that is not a multi-lane road or one-way road, a road marking to the right of the centre of the road does not apply to the driver.
2. If a driver is driving in a marked lane of a multi-lane road, a road marking in another marked lane does not apply to the driver.

342 Traffic signs (except parking control signs) applying to a length of road

(1) A traffic sign (except a parking control sign) that applies to a length of road and to drivers applies to a driver driving on the length of road if the driver is driving in the same direction as a driver on the road who faces the sign before passing it.

(2) A traffic sign that applies to a length of road and to pedestrians applies to a pedestrian travelling on the length of road if the pedestrian is travelling in the same direction as a pedestrian on the road who faces the sign before passing it.

(3) The traffic sign applies to the driver or pedestrian even though the driver or pedestrian does not pass the sign.

Example—

If a driver turns from a side road or private land onto a length of road to which a traffic sign applies, the traffic sign applies to the driver even though the driver does not pass the sign.

343 Traffic signs (except parking control signs) applying to an area

(1) A traffic sign (except a parking control sign) that applies to an area and to drivers applies to a driver driving on any road in the area.

(2) A traffic sign that applies to an area and to pedestrians applies to a pedestrian on any road in the area.

(3) The traffic sign applies to the driver or pedestrian even though the driver or pedestrian does not pass the sign.

Example—

The shared zone signs on the roads into a shared zone apply to a driver who starts a journey inside the shared zone.

344 Traffic control devices applying to a driver in a marked lane

A traffic control device applying to a marked lane applies to a driver approaching, in or leaving the marked lane unless the position of the device indicates that it does not apply to the driver.

Example—

An overhead lane control device above a marked lane that the driver does not face as the driver approaches it does not apply to the driver.

345 Traffic control devices applying to a driver in a slip lane

A traffic control device applying to a slip lane applies to a driver approaching, in or leaving the slip lane.

346 Parking control signs

(1) A parking control sign that applies to a length of road applies to a driver on the length of road.

(2) A parking control sign that applies to an area applies to a driver in the area.

(3) A parking control sign applies to a driver mentioned in subsection (1) or (2) even though the driver does not pass the sign.

PART 21—GENERAL

347 Meaning of abbreviations and symbols

Schedule 1 provides the meaning of certain abbreviations and symbols used in this regulation and on traffic control devices and traffic-related items.

348 References to a driver doing something etc

If the context permits, a reference in this regulation to a driver doing or not doing something is a reference to the driver causing the driver's vehicle to do or not to do the thing.

Example—

The reference in section 27 to a driver turning left at an intersection is a reference to the driver causing the driver's vehicle to turn left at the intersection.

349 References to certain kinds of roads

A reference in this regulation to a road of a particular kind is a reference to a road of that kind at any relevant place.

Example—

Section 31 deals with a driver starting a right turn at an intersection from a road (except a multi-lane road). The section applies to a particular driver only if the road from which the driver is turning is not a multi-lane road at the intersection. In applying the section to the driver, it is irrelevant that the road is, or is not, a multi-lane road at another place away from the intersection.

350 References to stopping or parking on a length of road etc

(1) A driver stops or parks on a length of road, or in an area, if the driver stops or parks the driver's vehicle so any part of the vehicle is on the length of road or in the area.

(2) A driver stops or parks within a particular distance from, before, or after, something if the driver stops or parks the driver's vehicle so any part of the vehicle is within that distance.

Example for subsection (2)—

Section 190 provides that a driver must not stop on a road within 10 m before or after a safety zone. The example diagram in section 190 shows a vehicle stopped so part of the vehicle is within 10 m of the zone. For section 190, the vehicle is taken to be stopped within 10 m of the zone.

(3) A driver stops or parks on or across a driveway or other way of access for vehicles if the driver stops or parks the vehicle so that any part of the vehicle is on or across the driveway or way of access.

(4) In this section—

“**park**” has the same meaning as in part 12.

“**stop**” has the same meaning as in part 12.

351 References to left and right

A driver drives to the left, or right, of a line, sign or anything else only if the driver’s vehicle is completely to the left, or right, of the line, sign or other thing.

352 Prescribed offences for ch 5, pt 7 of the Act

For chapter 5, part 7¹⁹ of the Act, offences against the following provisions are prescribed offences—

- (a) section 20;
- (b) section 56;
- (c) *Transport Operations (Road Use Management—Vehicle Registration) Regulation 1999*, sections 10 and 76(2)(f);
- (d) *Motor Accident Insurance Act 1994*, section 20.

¹⁹ Chapter 5, part 7 of the Act is about camera-detected offences.

SCHEDULE 1

ABBREVIATIONS AND SYMBOLS

section 347

Abbreviation/Symbol	Meaning
MON	Monday
TUE	Tuesday
WED	Wednesday
THU	Thursday
FRI	Friday
SAT	Saturday
SUN	Sunday
JAN	January
FEB	February
MAR	March
APR	April
JUN	June
JUL	July
AUG	August
SEP	September
OCT	October
NOV	November
DEC	December
AM	the time after midnight and ending at noon
PM	the time after noon and ending at midnight
HOLS	holidays
MAX	maximum
MINS	minutes





SCHEDULE 1 (continued)

Abbreviation/Symbol	Meaning
PUB	public
VEH	vehicle

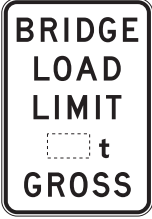
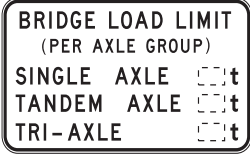




SCHEDULE 2

STANDARD OR COMMONLY USED TRAFFIC SIGNS



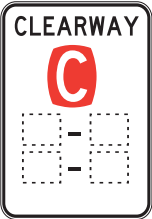



section 316

<p>Area speed limit sign (section 22)</p> 	<p>Bicycle lane sign (sections 153, 252)</p> 
<p>Bicycle parking sign (section 201)</p> 	<p>Bicycle path sign (sections 239, 242, 252)</p> 







SCHEDULE 2 (continued)

<p style="text-align: center;">Bridge load limit (gross mass) sign (section 103)</p> <div style="text-align: center;">  </div>	<p style="text-align: center;">Bridge load limit (mass per axle group) sign (section 103)</p> <div style="text-align: center;">  </div>
<p style="text-align: center;">Bus lane sign (section 154)</p> <div style="text-align: center;">  </div>	<p style="text-align: center;">Buses must enter sign (section 107)</p> <div style="text-align: center;">  </div>
<p style="text-align: center;">Bus zone sign (section 183)</p> <div style="text-align: center;">  </div>	<p style="text-align: center;">Children crossing flag (section 80)</p> <div style="text-align: center;">  </div>







SCHEDULE 2 (continued)

<p style="text-align: center;">Children's crossing sign (section 80)</p> 	<p style="text-align: center;">Clearance sign (section 102)</p> 
<p style="text-align: center;">Clearway sign (section 176)</p> 	<p style="text-align: center;">Emergency stopping lane only sign (section 95)</p> 
<p style="text-align: center;">End area speed limit sign (section 22)</p> 	<p style="text-align: center;">End bicycle lane sign (section 153)</p> 







SCHEDULE 2 (continued)

<p>End bicycle path sign (section 239)</p> 	<p>End bus lane sign (section 154)</p> 
<p>End clearway sign (section 176)</p> 	<p>End freeway sign (sections 97, 177)</p> 
<p>End keep left unless overtaking sign (section 130)</p> 	<p>End no bicycles sign (section 252)</p> 







SCHEDULE 2 (continued)

<p style="text-align: center;">End no overtaking or passing sign (section 93)</p> <div style="text-align: center;">  </div>	<p style="text-align: center;">End road access sign (sections 97, 229)</p> <div style="text-align: center;">  </div>
<p style="text-align: center;">End school zone sign (section 23)</p> <div style="text-align: center;">  </div>	<p style="text-align: center;">End separated footpath sign (section 239)</p> <div style="text-align: center;">  </div>
<p style="text-align: center;">End shared path sign (section 242)</p> <div style="text-align: center;">  </div>	<p style="text-align: center;">End shared zone sign (section 24)</p> <div style="text-align: center;">  </div>







SCHEDULE 2 (continued)

<p>End speed limit sign (section 21)</p> 	<p>End tram lane sign (section 155)</p> 
<p>End transit lane sign (End transit lane (T2) sign) (section 156)</p> 	<p>End transit lane sign (End transit lane (T3) sign) (section 156)</p> 
<p>End trucks and buses low gear sign (section 108)</p> 	<p>End truck lane sign (section 157)</p> 





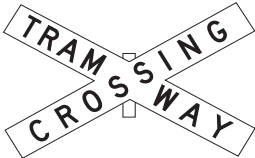
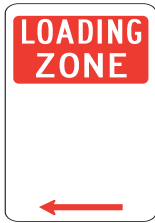
SCHEDULE 2 (continued)

<p>End trucks use left lane sign (section 159)</p> 	<p>Freeway sign (section 177)</p> 
<p>Freeway sign (section 177)</p> 	<p>Give way sign (sections 69, 70, 71, 122)</p> 
<p>Gross load limit sign (section 103)</p> 	<p>Hand-held stop sign (section 80)</p> 






SCHEDULE 2 (continued)

<p>Hand-held stop sign (section 80)</p> 	<p>Hook turn only sign (section 34)</p> 
<p>Keep left sign (section 99)</p> 	<p>Keep left unless overtaking sign (section 130)</p> 
<p>Keep right sign (sections 99, 135)</p> 	<p>Left lane must turn left sign (section 88)</p> 

SCHEDULE 2 (continued)

<p>Left turn on red after stopping sign (section 59)</p> 	<p>Left turn only sign (section 88)</p> 
<p>Level crossing sign (section 120)</p> 	<p>Level crossing sign (section 120)</p> 
<p>Level crossing sign (section 120)</p> 	<p>Loading zone sign (section 179)</p> 

SCHEDULE 2 (continued)

<p style="text-align: center;">Low clearance sign (section 102)</p> 	<p style="text-align: center;">Mail zone sign (section 186)</p> 
<p style="text-align: center;">Median turning lane sign (section 86)</p> 	
<p style="text-align: center;">Motorbike parking sign (section 202)</p> 	<p style="text-align: center;">No bicycles sign (sections 239, 242, 252)</p> 

SCHEDULE 2 (continued)

<p>No buses sign (section 106)</p> 	<p>No entry sign (section 100)</p> 
<p>No hook turn by bicycles sign (section 36)</p> 	<p>No left turn sign (Standard sign) (section 91)</p> 
<p>No left turn sign (Variable illuminated message sign)</p> 	<p>No overtaking on bridge sign (section 94)</p> 
<p>No overtaking or passing sign (section 93)</p> 	<p>No parking sign (for a length of road) (section 168)</p> 




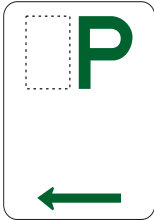


SCHEDULE 2 (continued)

<p>No parking sign (for an area) (section 168)</p> 	<p>No pedestrians sign (section 228)</p> 
<p>No right turn sign (Standard sign) (section 91)</p> 	<p>No right turn sign (Variable illuminated message sign) (section 91)</p> 
<p>No stopping sign (for a length of road) (section 167)</p> 	<p>No stopping sign (for an area) (section 167)</p> 







SCHEDULE 2 (continued)

<p>No trucks sign (section 104)</p> 	<p>No turns sign (section 90)</p> 
<p>No U-turn sign (Standard sign) (section 39)</p> 	<p>No U-turn sign (Variable illuminated message sign) (section 39)</p> 
<p>One-way sign (section 98)</p> 	<p>Park in bays only sign (section 211)</p> 







SCHEDULE 2 (continued)

<p>Pedestrian crossing sign (section 81)</p> 	<p>Pedestrians may cross diagonally sign (sections 230, 234)</p> 
<p>People with disabilities parking sign (section 203)</p> 	<p>Permissive parking sign (for a length of road) (section 204)</p> 
<p>Permissive parking sign (for a length of road) (section 204)</p> 	<p>Permissive parking sign (for an area) (section 204)</p> 







SCHEDULE 2 (continued)

<p>Permissive parking sign displaying a people with disabilities symbol (for a length of road) (section 203)</p>  <p>A rectangular sign with a white background. At the top is a large green letter 'P'. Below it is a blue square containing a white wheelchair symbol. Underneath the symbol is the word 'ONLY' in blue capital letters. At the bottom is a green arrow pointing to the left.</p>	<p>Permissive parking sign displaying a people with disabilities symbol (for an area) (section 203)</p>  <p>A rectangular sign with a white background. At the top are the words 'PARKING AREA' in black capital letters. Below that is a dashed black rectangle containing a green letter 'P'. Underneath is a blue square with a white wheelchair symbol. At the bottom is the word 'ONLY' in black capital letters.</p>
<p>Permit zone sign (section 185)</p>  <p>A rectangular sign with a white background. At the top is a red rectangle containing the words 'PERMIT ZONE' in white capital letters. At the bottom is a red arrow pointing to the left.</p>	<p>Right lane must turn right sign (section 89)</p>  <p>A rectangular sign with a white background and a black border. It contains the words 'RIGHT LANE MUST TURN RIGHT' in black capital letters, arranged in four lines.</p>
<p>Right turn only sign (section 89)</p>  <p>A rectangular sign with a white background and a black border. It features a black arrow curving to the right. Below the arrow is the word 'ONLY' in black capital letters.</p>	<p>Road access sign (sections 97, 229)</p>  <p>A rectangular sign with a white background and a black border. It contains the text 'NO PEDESTRIANS BICYCLES ANIMALS BEYOND THIS POINT' in black capital letters, arranged in seven lines.</p>







SCHEDULE 2 (continued)

<p>Roundabout sign (section 109)</p> 	<p>Safety zone sign (sections 162, 190)</p> 
<p>Separated footpath sign (sections 239, 252)</p> 	<p>School zone sign (section 23)</p> 
<p>Shared path sign (sections 242, 252)</p> 	<p>Shared zone sign (section 24)</p> 





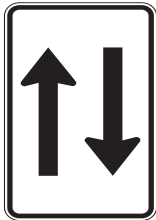

SCHEDULE 2 (continued)

<p>Speed derestriction sign (section 21)</p> 	<p>Speed limit sign (Standard sign) (sections 21, 316)</p> 
<p>Speed limit sign (Variable illuminated message sign) (sections 21, 316)</p> 	<p>Stop here on red arrow sign (section 56)</p> 
<p>Stop here on red signal sign (section 56)</p> 	<p>Stop sign (sections 67, 68, 121)</p> 

SCHEDULE 2 (continued)

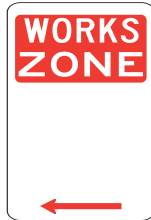
<p>Taxi zone sign (section 182)</p> 	<p>Traffic light–stop sign (section 63)</p> 
<p>Tram lane sign (section 155)</p> 	<p>Transit lane sign (Transit lane (T2) sign) (section 156)</p> 
<p>Transit lane sign (Transit lane (T3) sign) (section 156)</p> 	<p>Truck lane sign (section 157)</p> 

SCHEDULE 2 (continued)

<p>Trucks and buses low gear sign (section 108)</p> 	<p>Trucks must enter sign (section 105)</p> 
<p>Trucks use left lane sign (section 159)</p> 	<p>Truck zone sign (section 180)</p> 
<p>Two-way sign (sections 98, 132, 136)</p> 	<p>U-turn permitted sign (section 40)</p> 

SCHEDULE 2 (continued)


Works zone sign
(section 181)









SCHEDULE 3

OTHER PERMITTED TRAFFIC SIGNS







sections 316 and 320

<p>Area speed limit sign (section 22)</p> 	<p>Area speed limit sign (section 22)</p> 
<p>Area speed limit sign (section 22)</p> 	<p>Bicycle lane sign (sections 153, 252)</p> 







SCHEDULE 3 (continued)

<p>Bicycle lane sign (sections 153, 252)</p> 	<p>Bicycle path sign (sections 239, 242, 252)</p> 
<p>Bicycle path sign (sections 239, 242, 252)</p> 	<p>Bridge load limit (mass per axle group sign) (section 103)</p> 
<p>Bridge load limit (mass per axle group sign) (section 103)</p> 	<p>Bus lane sign (section 154)</p> 







SCHEDULE 3 (continued)

<p>Bus lane sign (section 154)</p> 	<p>Bus lane sign (section 154)</p> 
<p>Bus lane sign (section 154)</p> 	<p>Bus lane sign (section 154)</p> 
<p>Bus lane sign (section 154)</p> 	<p>Bus lane sign (section 154)</p> 









SCHEDULE 3 (continued)

<p>Bus lane sign (section 154)</p> 	<p>Bus lane sign (section 154)</p> 
<p>Buses must enter sign (section 107)</p> 	<p>Bus zone sign (section 183)</p> 
<p>Bus zone sign (section 183)</p> 	<p>Children's crossing sign (section 80)</p> 







SCHEDULE 3 (continued)

<p>End area speed limit sign (section 22)</p>  <p>The sign is rectangular with a white background and a black border. At the top, the word "END" is written in large, bold, black capital letters. Below it, the words "LOCAL TRAFFIC AREA" are written in smaller, black capital letters. At the bottom, there is a black silhouette of an adult walking with a child.</p>	<p>End area speed limit sign (section 22)</p>  <p>The sign is rectangular with a white background and a black border. The words "END LOCAL TRAFFIC PRECINCT" are written in bold, black capital letters, arranged in four lines.</p>
<p>End area speed limit sign (section 22)</p>  <p>Two signs are shown. The top sign is rectangular with a white background and a black border. It features a black silhouette of a car and a truck with a diagonal slash over them, and the words "LOCAL TRAFFIC ZONE" below. The bottom sign is circular with a white background, a red border, and a black border. It features the number "60" in large, bold, black digits.</p>	<p>End bicycle lane sign (section 153)</p>  <p>The sign is rectangular with a white background and a black border. It features a green circle containing a black silhouette of a bicycle. Below the circle, the word "END" is written in bold, black capital letters.</p>
<p>End bicycle path sign (section 239)</p>  <p>The sign is rectangular with a white background and a black border. It features a black circle containing a black silhouette of a bicycle with a diagonal slash over it. Below the circle, the word "PATH" is written in bold, black capital letters.</p>	<p>End bicycle path sign (section 239)</p>  <p>The sign is rectangular with a white background and a black border. It features a green circle containing a black silhouette of a bicycle. Below the circle, the word "END" is written in bold, black capital letters.</p>


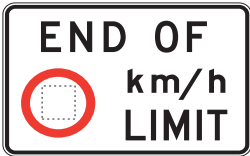




SCHEDULE 3 (continued)

<p>End bus lane sign (section 154)</p> 	<p>End bus lane sign (section 154)</p> 
<p>End bus lane sign (section 154)</p> 	<p>End bus lane sign (section 154)</p> 
<p>End freeway sign (sections 97, 177)</p> 	<p>End freeway sign (sections 97, 177)</p> 
<p>End freeway sign (sections 97, 177)</p> 	<p>End freeway sign (sections 97, 177)</p> 









SCHEDULE 3 (continued)

<p>End school zone sign (section 23)</p> 	<p>End school zone sign (section 23)</p> 
<p>End school zone sign (section 23)</p> 	<p>End separated footpath sign (section 239)</p> 
<p>End shared path sign (section 242)</p> 	<p>End shared zone sign (section 24)</p> 




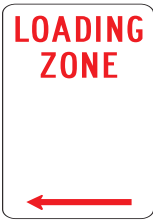


SCHEDULE 3 (continued)

<p>End shared zone sign (section 24)</p> 	<p>End speed limit sign (section 21)</p> 
<p>End tram lane sign (section 155)</p> 	<p>End transit lane sign (section 156)</p> 
<p>End trucks and buses low gear sign (section 108)</p> 	<p>End truck lane sign (section 157)</p> 







SCHEDULE 3 (continued)

<p>Freeway sign (section 177)</p> 	<p>Freeway sign (section 177)</p> 
<p>Freeway sign (section 177)</p> 	<p>Freeway sign (section 177)</p> 
<p>Freeway sign (section 177)</p> 	<p>Hand-held stop sign (section 80)</p> 
<p>Hand-held stop sign (section 80)</p> 	<p>Hand-held stop sign (section 80)</p> 







SCHEDULE 3 (continued)

<p>Keep right sign (sections 99, 135)</p> 	<p>Left lane must turn left sign (section 88)</p> 
<p>Left turn only sign (section 88)</p> 	<p>Loading zone sign (section 179)</p> 
<p>Loading zone sign (section 179)</p> 	<p>Median turning lane sign (section 86)</p> 

SCHEDULE 3 (continued)

<p>No bicycles sign (sections 239, 242, 252)</p> 	<p>No entry sign (section 100)</p> 
<p>No entry sign (section 100)</p> 	<p>No entry sign (section 100)</p> 
<p>No entry sign (section 100)</p> 	<p>No left turn sign (Standard sign) (section 91)</p> 

SCHEDULE 3 (continued)

<p>No left turn sign (Variable illuminated message sign) (section 91)</p> 	<p>No overtaking on bridge sign (section 94)</p> 
<p>No parking sign (for a length of road) (section 168)</p> 	<p>No parking sign (for a length of road) (section 168)</p> 
<p>No parking sign (for a length of road) (section 168)</p> 	<p>No parking sign (for a length of road) (section 168)</p> 







SCHEDULE 3 (continued)

<p style="text-align: center;">No parking sign (for an area) (section 168)</p> 	<p style="text-align: center;">No parking sign (for an area) (section 168)</p> 
<p style="text-align: center;">No parking sign (for an area) (section 168)</p> 	<p style="text-align: center;">No right turn sign (Standard sign) (section 91)</p> 
<p style="text-align: center;">No right turn sign (Variable illuminated message sign) (section 91)</p> 	<p style="text-align: center;">No right turn sign (section 91)</p> 







SCHEDULE 3 (continued)

<p>No stopping sign (for a length of road) (section 167)</p> 	<p>No stopping sign (for a length of road) (section 167)</p> 
<p>No stopping sign (for a length of road) (section 167)</p> 	<p>No stopping sign (for an area) (section 167)</p> 
<p>No stopping sign (section 167)</p> 	<p>No U-turn sign (Standard sign) (section 39)</p> 

SCHEDULE 3 (continued)

<p>No U-turn sign (Variable illuminated message sign) (section 39)</p> 	<p>One-way sign (section 98)</p> 
<p>One-way sign (section 98)</p> 	<p>Pedestrians may cross diagonally sign (sections 230, 234)</p> 
<p>Permissive parking sign (for a length of road) (section 204)</p> 	<p>Permissive parking sign (for a length of road) (section 204)</p> 







SCHEDULE 3 (continued)

<p>Permissive parking sign (for a length of road) (section 204)</p> 	<p>Permissive parking sign (for a length of road) (section 204)</p> 
<p>Permissive parking sign (for an area) (section 204)</p> 	<p>Permissive parking sign (for an area) (section 204)</p> 
<p>Permissive parking sign (for an area) (section 204)</p> 	<p>Permissive parking sign (for an area) (section 204)</p> 

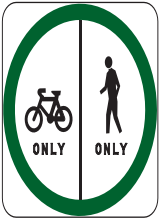





SCHEDULE 3 (continued)

<p>Permit zone sign (section 185)</p> 	<p>Permit zone sign (section 185)</p> 
<p>Right lane must turn right sign (section 89)</p> 	<p>Right turn only sign (section 89)</p> 
<p>Right turn only sign (section 89)</p> 	<p>Road access sign (sections 97, 229)</p> 






SCHEDULE 3 (continued)

<p>Road access sign (sections 97, 229)</p> 	<p>Road access sign (sections 97, 229)</p> 
<p>School zone sign (section 23)</p> 	<p>School zone sign (section 23)</p> 
<p>School zone sign (section 23)</p> 	<p>School zone sign (section 23)</p> 







SCHEDULE 3 (continued)

<p>Separated footpath sign (sections 239, 252)</p> 	<p>Shared path sign (sections 242, 252)</p> 
<p>Shared zone sign (section 24)</p> 	<p>Shared zone sign (section 24)</p> 
<p>Speed limit sign (section 21)</p> 	<p>Stop here on red signal sign (section 56)</p> 

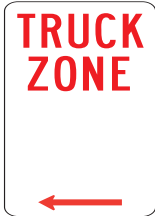

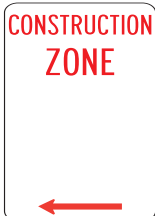
SCHEDULE 3 (continued)

<p>Taxi zone sign (section 182)</p>  <p>A rectangular sign with a red border. The text "NO PARKING TAXI STAND" is written in red, bold, uppercase letters. A red arrow points to the left at the bottom of the sign.</p>	<p>Taxi zone sign (section 182)</p>  <p>A rectangular sign with a white background and a black border. The text "TAXI STAND" is written in black, bold, uppercase letters. A black arrow points to the left at the bottom of the sign.</p>
<p>Taxi zone sign (section 182)</p>  <p>A rectangular sign with a red border. The text "TAXI RANK" is written in red, bold, uppercase letters. A red arrow points to the right at the bottom of the sign.</p>	<p>Tram lane sign (section 155)</p>  <p>A circular sign with a green border. Inside the circle is a black silhouette of a tram. Below the circle, the word "ONLY" is written in black, bold, uppercase letters.</p>
<p>Tram lane sign (section 155)</p>  <p>A rectangular sign with a white background and a black border. The word "FAIRWAY" is written in black, bold, uppercase letters at the top. Below the text is a green rectangular area containing a white silhouette of a tram and a white silhouette of a person sitting in a wheelchair. A vertical yellow line is positioned between the two silhouettes.</p>	<p>Transit lane sign (section 156)</p>  <p>A circular sign with a green border. The word "TRANSIT" is written in black, bold, uppercase letters inside the circle. Below the circle, the word "LANE" is written in black, bold, uppercase letters.</p>

SCHEDULE 3 (continued)

<p style="text-align: center;">Transit lane sign (section 156)</p> <div style="text-align: center;">  </div>	<p style="text-align: center;">Trucks and buses low gear sign (section 108)</p> <div style="text-align: center;">  </div>
<p style="text-align: center;">Trucks and buses low gear sign (section 108)</p> <div style="text-align: center;">  </div>	<p style="text-align: center;">Trucks must enter sign (section 105)</p> <div style="text-align: center;">  </div>
<p style="text-align: center;">Trucks must enter sign (section 105)</p> <div style="text-align: center;">  </div>	<p style="text-align: center;">Trucks use left lane sign (section 159)</p> <div style="text-align: center;">  </div>



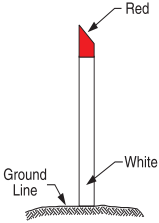
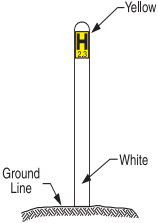
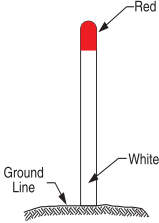

SCHEDULE 3 (continued)

<p>Truck zone sign (section 180)</p> 	<p>Two-way sign (sections 98, 132, 136)</p> 
<p>Works zone sign (section 181)</p> 	









SCHEDULE 4

SYMBOLS AND TRAFFIC-RELATED ITEMS

section 320

<p>Do not overtake turning vehicle sign (sections 28, 32, 143)</p> 	<p>Do not overtake turning vehicle sign (sections 28, 32, 143)</p> 
<p>Fire hydrant indicator (example) (section 194)</p> 	<p>Fire hydrant indicator (example) (section 194)</p> 
<p>Fire plug indicator (example) (section 194)</p> 	<p>Give way to buses sign (section 77)</p> 

SCHEDULE 4 (continued)

<p>Green bicycle symbol (section 260)</p> 	<p>Green pedestrian symbol (section 231)</p> 
<p>People with disabilities symbol (section 203)</p> 	<p>People with disabilities symbol (section 203)</p> 
<p>Red bicycle symbol (section 260)</p> 	<p>Red pedestrian symbol (section 231)</p> 
<p>White B-light (section 285)</p> 	<p>White T-light (section 278)</p> 

SCHEDULE 4 (continued)

Yellow bicycle symbol
(section 261)



SCHEDULE 6

DICTIONARY

section 4

“approved bicycle helmet” means a helmet that complies with—

- (a) AS 2063.1 and 2063.2; or
- (b) another standard the chief executive considers is at least equal to that standard.

“approved child restraint” means a child restraint that complies with—

- (a) AS 1754–1989, parts 1, 2 and 4; or
- (b) AS 1754–1991; or
- (c) AS 1754–1975; or
- (d) another standard the chief executive considers is at least equal to that standard.

“approved motorbike helmet” means a helmet that complies with—

- (a) AS 1698–1988; or
- (b) another standard the chief executive considers is at least equal to that standard.

“area” includes—

- (a) a bridge; and
- (b) a network of roads; and
- (c) a slip lane.

“bicycle crossing light” means a green, yellow or red bicycle crossing light.

“bicycle crossing lights” means a device designed to show a bicycle crossing light, or 2 or more bicycle crossing lights at different times.

“bicycle lane” see section 153.

“bicycle path” see section 239.

SCHEDULE 6 (continued)

“**bicycle path road marking**” see section 239.

“**bicycle symbol**” means a symbol consisting of a picture of a bicycle.

“**B light**” means a red, white or yellow B light.

“**B lights**” means a device designed to show a B light, or 2 or more B lights at different times.

“**built-up area**”, in relation to a length of road, means an area in which there are buildings on land next to the road, or there is street lighting, at intervals not over 100 m for a distance of at least 500 m or, if the road is shorter than 500 m, for the whole road.

“**bus**” means a motor vehicle built mainly to carry people that seats over 12 adults (including the driver).

“**bus lane**” see section 154.

“**bus zone**” see section 183.

“**centre of the road**”, for a driver on a 2-way road, means the far right side of the part of the road used by traffic travelling in the same direction as the driver.

“**changes direction**” see section 45.

“**children’s crossing**” see section 80.

“**combination**” means a group of vehicles consisting of a motor vehicle connected to 1 or more vehicles.

“**continuing road**”, for a T–intersection, means the road (except a road-related area) that meets the terminating road at the T–intersection.

“**crash**” includes—

- (a) a collision between 2 or more vehicles; or
- (b) another accident or incident involving a vehicle in which a person is killed or injured, property is damaged, or an animal in someone’s charge is killed or injured.

“**crossing**” means—

- (a) a children’s crossing; or
- (b) a level crossing; or

SCHEDULE 6 (continued)

(c) a marked foot crossing; or

(d) a pedestrian crossing.

“dividing line” means a road marking formed by a line, or 2 parallel lines, whether broken or continuous, designed to indicate the parts of the road to be used by vehicles travelling in opposite directions.

“dividing strip” means an area or structure that divides a road lengthways, but does not include a nature strip, bicycle path, footpath or shared path.

“do not overtake turning vehicle sign” means a sign with—

(a) a minimum area of 0.125 m²; and

(b) the words ‘do not overtake turning vehicle’ in block letters at least 50 mm high in black lettering on a retroreflective yellow background.

“drive” includes be in control of.

“driver” see sections 16 and 19.

“driver’s vehicle” for a driver, means the vehicle being driven by the driver.

“edge line” for a road, means a line marked along the road at or near the far left or far right side of the road.

“emergency stopping lane” see section 95.

“emergency vehicle” means a motor vehicle driven by a person who is—

(a) an emergency worker; and

(b) driving the vehicle in the course of his or her duties as an emergency worker.

“emergency worker” means—

(a) an officer of the Queensland Ambulance Service or an ambulance service of another State; or

(b) an officer of the Queensland Fire and Rescue Authority or a fire and rescue service of another State; or

(c) an officer or employee of another entity with the written permission of the commissioner.

SCHEDULE 6 (continued)

“end bicycle path road marking” see section 239.

“end separated footpath road marking” see section 239.

“enter” an intersection or crossing, for the driver of a vehicle or a train, means enter the intersection or crossing with any part of the vehicle or train.

“freeway” see section 177.

“give way”, for a driver or pedestrian, means—

- (a) if the driver or pedestrian is stopped—remain stationary until it is safe to proceed; or
- (b) in any other case—slow down and, if necessary, stop to avoid a collision.

“give way line” means a broken line that is marked across all or part of a road and is not part of a marked foot crossing.

“green bicycle crossing light” means an illuminated green bicycle symbol as shown in the diagram in schedule 4.

“green pedestrian light” means—

- (a) an illuminated green pedestrian symbol; or
- (b) the word ‘walk’ illuminated in green (whether or not flashing).

“green pedestrian symbol” means a symbol consisting of a picture of a pedestrian as shown in the diagram in green in schedule 4.

“green traffic arrow” means an illuminated green arrow.

“green traffic light” means an illuminated green disc.

“halfway around”, for a roundabout, see section 110.

“hazard warning lights”—

- (a) means a pair of yellow direction indicator lights fitted to a vehicle under the Standards and Safety Regulation that display regular flashes of light at the same time, and at the same rate, as each other; but
- (b) does not include warning lights fitted, under the Standards and Safety Regulation, to a bus used for carrying children.

“heavy vehicle” means a vehicle with a GVM of 4.5 t or more.

SCHEDULE 6 (continued)

“high-beam” for a headlight fitted to a vehicle, means that the headlight is built or adjusted so, when the vehicle is standing on level ground, the top of the main beam of light projected is above the headlight’s low-beam.

“hook turn” see sections 34 and 35.

“intersection” means the area where 2 or more roads (except any road-related area) meet, and includes—

- (a) any area of the roads where vehicles travelling on different roads might collide; and
- (b) the area of any slip lane where the roads meet; but does not include any road-related area.

“land” includes premises or a part of premises.

“left change of direction signal” means a change of direction signal given in accordance with section 47.

“left traffic lane arrows” means traffic lane arrows applying to a marked lane that indicate only a direction to the left.

“length” of road includes—

- (a) a marked lane or a part of a marked lane; and
- (b) another part of a length of road.

“level crossing” see section 120.

“low-beam”, for a headlight fitted to a vehicle, means that the headlight is built or adjusted so, when the vehicle is standing on level ground, the top of the main beam of light projected is—

- (a) not higher than the centre of the headlight, when measured 8 m in front of the vehicle; and
- (b) not over 1 m higher than the level where the vehicle is standing, when measured 25 m in front of the vehicle.

“mail zone” see section 186.

“marked foot crossing” means an area of a road—

- (a) at a place with pedestrian lights facing pedestrians crossing the road and traffic lights facing vehicles driving on the road; and

SCHEDULE 6 (continued)

- (b) indicated by a different road surface, or between 2 parallel continuous or broken lines, or rows of studs or markers, on the road surface substantially from 1 side of the road to the other.

Example of a different road surface—

The area of road could be indicated by brick paving across a bitumen road.

“marked lane” means an area of a road marked by continuous or broken lines, or rows of studs or markers, on the road surface that is designed for use by a single line of vehicles.

“mechanical signalling device” means a mechanical signalling device under the Standards and Safety Regulation.

“median strip” means a dividing strip designed or developed to separate vehicles travelling in opposite directions.

“median strip parking area” means a parking area on, or in, a median strip.

“multi-lane road”, for a driver, means a one-way road, or a two-way road, with 2 or more marked lanes (except bicycle lanes) that are—

- (a) on the side of the dividing line or median strip where the driver is driving; and
- (b) for the use of vehicles travelling in the same direction.

“nature strip”, except in section 13, means an area between a road (except a road-related area) and adjacent land, but does not include a bicycle path, footpath or shared path.

“night” means the period between sunset on a day and sunrise on the next day.

“no bicycles road marking” means a road marking consisting of a bicycle symbol with a diagonal line across it, or the words ‘no bicycles’, or both the symbol and the words.

“obstruction” includes a traffic hazard, but does not include a vehicle only because the vehicle is stopped in traffic or is travelling more slowly than other vehicles.

“oncoming vehicle”, for a driver, means a vehicle approaching the driver travelling in the opposite direction to the direction in which the driver is driving.

SCHEDULE 6 (continued)

“one-way road” means a road with 1 or more marked lanes, all of which are for the use of vehicles travelling in the same direction.

“overhead lane control device” means an overhead lane control sign or signal.

“overhead lane control sign” means a traffic sign displaying a red diagonal cross that is installed on a structure over a road or part of a road.

“overhead lane control signal” means—

- (a) an illuminated red diagonal cross (whether or not flashing); or
- (b) an illuminated white, green or yellow arrow pointing downwards or indicating 1 or more directions.

“overhead lane control signals” means a device on a structure over a road, or part of a road, that is designed to display an overhead lane control signal, or 2 or more overhead lane control signals.

“oversize warning sign” means a sign that—

- (a) displays the word ‘oversize’ in black, upper-case and non-reflective letters that—
 - (i) are at least 200 mm high and at least 125 mm from the top and bottom of the sign; and
 - (ii) are in typeface series C(N); and
 - (iii) comply with AS 1744 Forms of Letters and Numerals; and
- (b) is at least 450 mm high and at least 1200 mm long, whether or not it is split; and
- (c) for a split sign—does not have a border between the 2 parts of the sign; and
- (d) except for the part of its surface required to be made of retroreflective material, is made of rigid, flat and weatherproof material unless, for a sign attached to the rear of a vehicle, the vehicle’s load makes it impractical to have a rigid warning sign; and
- (e) is clean enough to be easily read by other road users.

“overtake”, for a driver, means the action of—

SCHEDULE 6 (continued)

- (a) approaching from behind another driver travelling in the same marked lane or line of traffic; and
- (b) moving into an adjacent marked lane or line of traffic (whether or not the marked lane or line of traffic is for drivers travelling in the same direction); and
- (c) passing the other driver while travelling in the adjacent marked lane or line of traffic.

“painted island” means an area of a road, surrounded by a line or lines (whether broken or continuous), on which there are stripes marked on the road surface in white or another colour contrasting with the colour of the road.

“parking area” means a length of road or area designed for parking vehicles.

“parking control sign” means any of the following—

- (a) a bicycle parking sign;
- (b) a bus zone sign;
- (c) a clearway sign;
- (d) a loading zone sign;
- (e) a mail zone sign;
- (g) a motorbike parking sign;
- (h) a no parking sign;
- (i) a no stopping sign;
- (j) a people with disabilities parking sign;
- (k) a permissive parking sign;
- (l) a permit zone sign;
- (m) a taxi zone sign;
- (n) a truck zone sign;
- (o) a works zone sign.

“part of the road used by the main body of moving vehicles” means the area of the road, except—

SCHEDULE 6 (continued)

- (a) a road-related area; and
- (b) if the road has 1 or more service roads—the area of a service road.

“pedestrian” see section 18.

“pedestrian crossing” see section 81.

“pedestrian lights” means a device designed to show, at different times, a green or red pedestrian light.

“pedestrian symbol” means a symbol consisting of a picture of a pedestrian.

“people with disabilities road marking” see section 203.

“people with disabilities symbol” means a picture of a person seated in a wheelchair as shown in the diagrams in schedule 4.

“permit zone” see section 185.

“police vehicle” means a vehicle driven by a police officer of the Queensland Police Service, or the police service of the Commonwealth or another State, in the course of the police officer’s duty.

“postal vehicle” means a vehicle driven by a person who is—

- (a) a postal worker; and
- (b) driving the vehicle in the course of his or her duties as a postal worker.

“postal worker” means an employee of, or contractor or subcontractor with, the Australian Postal Commission.

“powered wheeled recreational device” means a wheeled recreational device, including a scooter, to which a motor with a power output of 200 W or less is attached.

“red bicycle crossing light” means an illuminated red bicycle symbol (whether or not flashing) as shown in the diagram in schedule 4.

“red B light” means an illuminated red B.

“red pedestrian light” means—

SCHEDULE 6 (continued)

- (a) an illuminated red pedestrian symbol (whether or not flashing);
or
- (b) the words ‘don’t walk’ illuminated in red (whether or not flashing).

“red pedestrian symbol” means a symbol consisting of a picture of a pedestrian as shown in the diagram in red in schedule 4.

“red T light” means an illuminated red T.

“red traffic arrow” means an illuminated red arrow.

“red traffic light” means an illuminated red disc.

“ride”, for the rider of a motorbike or animal-drawn vehicle, includes be in control of.

“rider” see section 17.

“right change of direction signal” means a change of direction signal given in accordance with section 49.

“right traffic lane arrows” means traffic lane arrows applying to a marked lane that indicate only a direction to the right.

“road” see sections 11(2) and 12.

“road marking” means a word, figure, symbol, mark, line, raised marker or stud, or something else, on the surface of a road to direct or warn traffic, but does not include a painted island.

“road-related area” see section 13.

“road user” see section 14.

“roundabout” see section 109.

“safety zone” see section 162.

“school zone” see section 23.

“separated footpath” see section 239.

“separated footpath road marking” see section 239.

“service road” means the part of a road that—

SCHEDULE 6 (continued)

- (a) is separated from other parts of the road by a dividing strip that is not designed or developed, wholly or mainly, to separate vehicles travelling in opposite directions; and
- (b) is—
 - (i) designed or developed to be used, wholly or mainly, by traffic servicing adjacent land; or
 - (ii) indicated to be a service road by information on or with a traffic control device on the road.

“shared path” see section 242.

“shared zone” see section 24.

“shoulder” see section 13(3).

“slip lane” means an area of road for vehicles turning left that is separated, at some point, from other parts of the road by a painted island or traffic island.

“special purpose lane” means a marked lane, or the part of a marked lane, that is a bicycle lane, bus lane, emergency stopping lane, tram lane, transit lane or truck lane.

“speed limited area” see section 22.

“Standards and Safety Regulation” means the *Transport Operations (Road Use Management—Vehicle Standards and Safety) Regulation 1999*.

“stop”, in part 12 and for a driver, includes park, but does not include stop to reverse the driver’s vehicle into a parking bay or other parking space.

“stop line” means a continuous line that—

- (a) is marked across all or part of a road; and
- (b) is not part of a marked foot crossing or a keep clear marking.

“straight ahead” includes substantially straight ahead.

“taxi” means a taxi or limousine under the *Transport Operations (Passenger Transport) Act 1994*.

“taxi zone” see section 182.

SCHEDULE 6 (continued)

“terminating road”, for a T-intersection, means—

- (a) if a road (except a road related area) at the intersection is designated by traffic signs or road markings, or in another way, as a road that ends at the intersection—that road; or
- (b) in any other case—a road (except a road-related area) that ends at the intersection.

“T-intersection” means an intersection where 2 roads meet (whether or not at right angles) and 1 of the roads ends.

“T light” means a red, white or yellow T light.

“T lights” means a device designed to show a T light, or 2 or more T lights at different times.

“tractor” does not include a motor vehicle built to tow a semitrailer.

“traffic” includes vehicles and pedestrians.

“traffic arrow” means a green, white or red traffic arrow, or a yellow traffic arrow (whether or not flashing).

“traffic arrows” means a device installed with traffic lights that is designed to show a traffic arrow, or 2 or more traffic arrows at different times.

“traffic control device” means a traffic sign, road marking, traffic signals, or other device, to direct or warn traffic on, entering or leaving a road.

“traffic island” means a structure on a road to direct traffic, but does not include a road marking or painted island.

“traffic lane arrows” means a traffic sign, road marking or device that displays arrows indicating 1 or more directions and is designed to apply to 1 or more marked lanes, but does not include traffic arrows.

“traffic light” means a green traffic light, or a red or yellow traffic light (whether or not flashing).

“traffic lights” means a device designed to show a traffic light, or 2 or more traffic lights in a vertical arrangement and at different times, and includes any traffic arrows installed with or near the device.

“traffic lights pole” means a pole or other structure on which traffic lights are installed.

SCHEDULE 6 (continued)

“traffic-related item” means any of the following—

- (a) a do not overtake turning vehicle sign;
- (b) a give way to buses sign;
- (c) a fire hydrant indicator or fire plug indicator.

“traffic sign” means a board, plate, screen, or another device, whether or not illuminated, displaying words, figures, symbols or anything else to direct or warn traffic on, entering or leaving a road, and includes a children crossing flag, a hand-held stop sign, a parking control sign and a variable illuminated message sign, but does not include traffic signals.

“traffic signals” means bicycle crossing lights, B lights, overhead lane control signals, pedestrian lights, T lights, traffic arrows, traffic lights or twin red or yellow lights.

“tram lane” see section 155.

“tram tracks” includes a rail designed for a light rail vehicle to run on.

“transit lane” see section 156.

“travelling along tram tracks”, for a bus, means being driven along the area where the tram tracks are laid.

“trolley” includes a shopping trolley and any other kind of handcart.

“truck lane” see section 157.

“truck zone” see section 180.

“turning lane” means a marked lane, or the part of a marked lane, for vehicles travelling in 1 direction to which—

- (a) a left turn only sign, a left lane must turn left sign or left traffic lane arrows apply; or
- (b) a right turn only sign, a right lane must turn right sign or right traffic lane arrows apply.

“twin red lights” means a device showing, in a horizontal or diagonal arrangement, 2 illuminated red discs that flash alternately.

“twin yellow lights” means a device showing, in a horizontal or diagonal arrangement, 2 illuminated yellow discs that flash alternately.

SCHEDULE 6 (continued)

“two-way road” means a road for use by vehicles travelling in opposite directions.

“U–turn” means a turn made by a driver so that the driver’s vehicle faces in approximately the opposite direction from which it was facing immediately before the turn was made, but does not include a turn made at a roundabout.

“variable illuminated message device” means a device designed to display, and to change or turn off from time to time by electronic or optical means, illuminated words, figures, symbols, or anything else, to direct or warn traffic on, entering or leaving a road, but does not include traffic signals.

“variable illuminated message sign” means the illuminated words, figures, symbols, or other things, displayed at any relevant time on a variable illuminated message device.

“vehicle” see section 15.

“wheeled recreational device” means a wheeled device, built to transport a person, propelled by human power or gravity, and ordinarily used for recreation or play, and—

- (a) includes rollerblades, rollerskates, a skateboard or similar wheeled device; but
- (b) does not include a golf buggy, pram, stroller or trolley, or a bicycle, wheelchair or wheeled toy.

“wheeled toy” means a child’s pedal car, scooter or tricycle or a similar toy, but only when it is being used by a child who is under 12 years old.

“white B light” means an illuminated white B as shown in the diagram in schedule 4.

“white T light” means an illuminated white T as shown in the diagram in schedule 4.

“white traffic arrow” means an illuminated white arrow.

“with”, for information about the application of a traffic control device, includes accompanying or reasonably associated with the device.

“yellow B light” means an illuminated yellow B.

SCHEDULE 6 (continued)

“yellow T light” means an illuminated yellow T.

“yellow traffic arrow” means an illuminated yellow arrow.

“yellow traffic light” means an illuminated yellow disc.

ENDNOTES

1 Index to endnotes

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2 Date to which amendments incorporated

This is the reprint date mentioned in the Reprints Act 1992, section 5(c). Accordingly, this reprint includes all amendments that commenced operation on or before 1 September 2003. Future amendments of the Transport Operations (Road Use Management—Road Rules) Regulation 1999 may be made in accordance with this reprint under the Reprints Act 1992, section 49.

3 Key

Key to abbreviations in list of legislation and annotations

Key	Explanation	Key	Explanation
AIA	= Acts Interpretation Act 1954	(prev)	= previously
amd	= amended	proc	= proclamation
amdt	= amendment	prov	= provision
ch	= chapter	pt	= part
def	= definition	pubd	= published
div	= division	R[X]	= Reprint No.[X]
exp	= expires/expired	RA	= Reprints Act 1992
gaz	= gazette	reloc	= relocated
hdg	= heading	renum	= renumbered
ins	= inserted	rep	= repealed
lap	= lapsed	(retro)	= retrospectively
notfd	= notified	rv	= revised edition
o in c	= order in council	s	= section
om	= omitted	sch	= schedule
orig	= original	sdiv	= subdivision
p	= page	SIA	= Statutory Instruments Act 1992
para	= paragraph	SIR	= Statutory Instruments Regulation 2002
prec	= preceding	SL	= subordinate legislation
pres	= present	sub	= substituted
prev	= previous	unnum	= unnumbered

4 Table of reprints

Reprints are issued for both future and past effective dates. For the most up-to-date table of reprints, see the reprint with the latest effective date.

If a reprint number includes a letter of the alphabet, the reprint was released in unauthorised, electronic form only.

TABLE OF REPRINTS

Reprint No.	Amendments included	Effective	Reprint date
1	to 1999 SL No. 299	1 December 1999	1 December 1999
1A	to 2000 SL No. 151	1 July 2000	11 August 2000
1B	to 2000 SL No. 297	27 November 2000	11 December 2000
1C	to 2001 SL No. 28	6 April 2001	20 July 2001
1D	to 2002 SL No. 32	1 March 2002	15 March 2002
			(Column discontinued) Notes
1E	to 2002 SL No. 285	1 February 2003	
1F	to 2003 SL No. 66	17 April 2003	
1G	to 2003 SL No. 180	1 September 2003	R1G withdrawn, see R2
2	to 2003 SL No. 180	1 September 2003	

5 List of legislation

Transport Operations (Road Use Management—Road Rules) Regulation 1999

SL No. 246 (may also be cited as Queensland Road Rules)

made by the governor in Council on 28 October 1999

notfd gaz 29 October 1999 pp 814–7

ss 1–2 commenced on date of notification

remaining provisions commenced 1 December 1999 (see s 2)

exp 1 September 2010 (see SIA s 54)

Note—The expiry date may have changed since this reprint was published. See the latest reprint of the SIR for any change.

amending legislation—

Road Transport Reform Regulation 1999 SL No. 286 ss 1, 2(2), 4 sch 2

notfd gaz 19 November 1999 pp 1149–52

ss 1–2 commenced on date of notification

remaining provisions commenced 1 December 1999 (see s 2(2))

Traffic and Other Legislation Amendment Regulation (No. 1) 1999 SL No. 299 ss 1–2, 3(3) sch pt 3

notfd gaz 26 November 1999 pp 1268–70

ss 1–2 commenced on date of notification

remaining provisions commenced 1 December 1999 (see s 2)

Transport Legislation Amendment Regulation (No. 2) 2000 SL No. 151 pts 1, 3

notfd gaz 30 June 2000 pp 736–48
 ss 1–2 commenced on date of notification
 remaining provisions commenced 1 July 2000 (see s 2)

Transport Legislation Amendment Regulation (No. 4) 2000 SL No. 297 pts 1, 7

notfd gaz 24 November 2000 pp 1188–89
 ss 1–2 commenced on date of notification
 remaining provisions commenced 27 November 2000 (see s 2)

Transport Legislation Amendment Regulation (No. 1) 2001 SL No. 28 pts 1, 4

notfd gaz 6 April 2001 pp 1452–3
 commenced on date of notification

Transport Legislation Amendment Regulation (No. 1) 2002 SL No. 32 pts 1, 8

notfd gaz 1 March 2002 pp 850–2
 commenced on date of notification

Transport Legislation Amendment Regulation (No. 5) 2002 SL No. 285 pts 1, 7

notfd gaz 1 November 2002 pp 759–62
 ss 1–2 commenced on date of notification
 remaining provisions commenced 1 February 2003 (see s 2)

Transport Legislation Amendment Regulation (No. 1) 2003 SL No. 66 pts 1, 4

notfd gaz 11 April 2003 pp 1315–6
 ss 1–2 commenced on date of notification
 remaining provisions commenced 17 April 2003 (see s 2)

**Transport and Other Legislation Amendment Regulation (No. 1) 2003 SL No. 180
 pts 1, 4**

notfd gaz 15 August 2003 pp 1312–13
 ss 1–2 commenced on date of notification
 remaining provisions commenced 1 September 2003 (see s 2)

6 List of annotations

Section number not used

s 12 sub 1999 SL No. 299 s 3(3) sch pt 3

What is a road related area

s 13 amd 1999 SL No. 299 s 3(3) sch pt 3

Who is a rider

s 17 amd 2000 SL No. 297 s 33

Obeying the speed limit

s 20 amd 2003 SL No. 66 s 17

Speed limit in a speed limited area

s 22 amd 1999 SL No. 299 s 3(3) sch pt 3

Transport Operations (Road Use Management—Road Rules) Regulation 1999

Speed limit in a school zone

s 23 amd 1999 SL No. 299 s 3(3) sch pt 3

Speed limit in a shared zone

s 24 amd 1999 SL No. 299 s 3(3) sch pt 3

Speed limit elsewhere

s 25 amd 2001 SL No. 28 s 19; 2002 SL No. 285 s 33

Starting a left turn from a road (except a multi-lane road)

s 27 amd 1999 SL No. 299 s 3(3) sch pt 3

Making a right turn

s 33 amd 1999 SL No. 299 s 3(3) sch pt 3

PART 7—GIVING WAY**Division 1—Giving way at a stop sign, stop line, give way sign or give way line applying to the driver**

div hdg sub 1999 SL No. 299 s 3(3) sch pt 3

Stopping and giving way at a stop sign or stop line at an intersection without traffic lights

s 67 amd 1999 SL No. 299 s 3(3) sch pt 3

Giving way at a give way sign or give way line at an intersection

s 69 amd 1999 SL No. 299 s 3(3) sch pt 3

Giving way to buses

s 77 amd 1999 SL No. 299 s 3(3) sch pt 3

Giving way when moving from a side or shoulder of the road or a median strip parking area

s 87 amd 1999 SL No. 299 s 3(3) sch pt 3

Driving on or across a continuous white edge line

s 150 amd 1999 SL No. 299 s 3(3) sch pt 3

Minor traffic offences

s 164A ins 1999 SL No. 286 s 4 sch 2

Stopping in a loading zone

s 179 amd 1999 SL No. 299 s 3(3) sch pt 3

Stopping on roads—heavy and long vehicles

s 200 amd 2000 SL No. 151 s 7

Time extension for people with disabilities

s 206 amd 1999 SL No. 299 s 3(3) sch pt 3

Making a motor vehicle secure

s 213 amd 1999 SL No. 299 s 3(3) sch pt 3; 2000 SL No. 297 s 34

Powered wheeled recreational devices

s 240A ins 2000 SL No. 297 s 35
 amd 2001 SL No. 28 s 20

Transport Operations (Road Use Management—Road Rules) Regulation 1999

Travelling in or on a wheeled recreational device or toy on a footpath or shared path
s 242 amd 2000 SL No. 151 s 8; 2000 SL No. 297 s 36

Riding on a footpath or shared path
s 250 amd 2000 SL No. 151 s 9

Bicycle helmets
s 256 amd 1999 SL No. 299 s 3(3) sch pt 3

Equipment on a bicycle
s 258 amd 2000 SL No. 297 s 37

Riding at night
s 259 amd 2000 SL No. 297 s 38

Exemptions from wearing seatbelts
s 267 amd 1999 SL No. 299 s 3(3) sch pt 3

PART 18—MISCELLANEOUS ROAD RULES

Duties of a driver involved in a crash
s 287 amd 2002 SL No. 32 s 31

Making unnecessary noise or smoke
s 291 amd 1999 SL No. 299 s 3(3) sch pt 3

Keeping control of a vehicle being towed
s 294 amd 2000 SL No. 151 s 10

Brisbane CBD driving restrictions
s 300B ins 1999 SL No. 299 s 3(3) sch pt 3

Limitation on use of wheeled recreational device or wheeled toy
s 300C ins 2000 SL No. 297 s 39

Division 2—Rules for people in charge of animals

Giving way to restive horses
s 303A ins 1999 SL No. 299 s 3(3) sch pt 3

Division 2A—Rules for people in charge of animal drawn vehicles

Limits on dimensions of animal drawn vehicles
s 303A om 1999 SL No. 299 s 3(3) sch pt 3

Direction by police officer or traffic controller
prov hdg amd 2003 SL No. 180 s 19(1)
s 304 sub 2000 SL No. 297 s 40
 amd 2003 SL No. 180 s 19(2)–(3)

Prescribed offences for ch 5, pt 7 of the Act
s 352 amd 2000 SL No. 297 s 41

SCHEDULE 5—STOP AND PROCEED SIGNALS BY POLICE OFFICERS
om 2000 SL No. 297 s 42

SCHEDULE 6—DICTIONARY

def “**approved child restraint**” amd 2000 SL No. 297 ss 43(2)–(3)
def “**AS**” om 2001 SL No. 28 s 21

*Transport Operations (Road Use Management—Road
Rules) Regulation 1999*

def **“powered wheeled recreational device”** ins 2000 SL No. 297 s 43(1)
def **“shoulder”** sub 1999 SL No. 299 s 3(3) sch pt 3