

NZTA Standards and Guidelines

(b) includes:

(i) a cycle lane; and

(ii) a lane for the use of vehicular traffic that is at least 2.5m wide;

In the *Land Transport (Road User) Rule* (road User Rule):

acceleration lane —

Options to consider:

- do nothing;
- mark all merge situations the same way regardless of location;
- divide all merge situations into two more logical sets, based on driver responsibility or on geometric arrangement or on something else and then

as soon as possible. However, there was clearly a recognition, even then, that markings take time to install and existing markings are not as simple to remove as other traffic control devices such as traffic signs. The regulations permitted the continued marking of the form previo

controlling authorities (territorial authorities and Transit NZ), professional institutions (e.g. IPENZ), users (e.g. NZ Automobile Association) and industry (e.g.

be, as much as possible, self explaining. Before creating any new marking it is critical international practices are considered.

Each part is to be developed under the guidance of a working group of practitioners experienced in, and having specific knowledge about, the subject. The practitioners will also be representative of the intended users of the documents. Interested

Appendix A

Planned structure of *Manual for traffic control devices*

1

