



Road Safety  
Camera  
Commissioner

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# REPORT OF THE ROAD SAFETY CAMERA COMMISSIONER TO THE MINISTER FOR POLICE

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Speed limit reductions along the Western Ring Road, westbound,  
approximately 600 metres west of Sydney Road, Glenroy

**Release date: 28 March 2017 (amended 30 March 2017)**



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## PURPOSE

- 1 This report documents the findings of the Road Safety Camera Commissioner's investigation into several instances of speed limit reductions along the Western Ring Road, westbound, approximately 600 metres west of Sydney Road in Glenroy.

## BACKGROUND

- 2 On 8 March 2017, Mr Neil Mitchell interviewed a woman on his program who detailed her concerns in relation to an infringement notice that she received for driving at excessive speed, detected on 20 February 2017 travelling westbound along the Western Ring Road, approximately 600 metres west of Sydney Road in Glenroy.
- 3 Subsequently, Mr Mitchell received more complaints regarding traffic infringements detected at that time and place. These aggrieved drivers were appropriately referred to the office of the Road Safety Camera Commissioner.
- 4 My office has also received complaints from motorists who have received traffic infringements detected along the Western Ring Road, westbound, approximately 600 metres west of Sydney Road, Glenroy. These complaints relate to traffic infringements detected on four dates:
  - a. 16 December 2016,
  - b. 3 February 2017,
  - c. 20 February 2017, and
  - d. 26 February 2017.
- 5 The infringements relate to periods in which the usual 100km/h speed limit was reduced to 40km/h for 16 December, 3 February and 20 February, and 60 km/h for 26 February. In each case this was because of incidents (or planned roadworks) on the roadway. The speed limit is signalled by variable illuminated speed signs, known as the Lane Use Management System (**LUMS**).
- 6 Due to the number of complaints I have received, on 9 March 2017 I commenced an investigation into the integrity, accuracy and efficiency of the road safety camera operating on the Western Ring Road, westbound, approximately 600 metres west of Sydney Road in Glenroy.
- 7 This investigation has been conducted in accordance with section 10(e) of the *Road Safety Camera Commissioner Act 2011*.
- 8 My personal background includes 35 years' experience of dealing with the outcomes of trauma on Victorian roads. This informs me of the dangers of speeding: not only is reaction time shortened, but control is reduced and the outcomes are more severe. Incidents occur by surprise, and often due to inadvertence. Accordingly I investigated whether there was inadvertence by drivers in reading enforceable speed limit signage.

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- 9 The layout of the road, as described in this report, is shown in **Appendices A to D** at the end of this report. These appendices show the various signage layouts at the time of each of event of the speed limit reductions, described in paragraph 4, above.

## SCOPE OF INVESTIGATION

- 10 This investigation examined:
- a. The integrity, accuracy and efficiency of the road safety cameras operating approximately 600 metres west of Sydney Road on the westbound carriageway of the Western Ring Road in Glenroy,
  - b. The operation of the LUMS signage installed on the Sydney Road overpass which is directly connected to the fixed road safety camera on the westbound carriageway, approximately 600 metres west of Sydney Road in Glenroy, and
  - c. The circumstances of the speed limit reductions on 16 December 2016, 3 February 2017, 20 February 2017 and 26 February 2017.
- 11 This investigation examined:
- a. Data and logs recorded by the fixed road safety cameras provided by the Department of Justice and Regulation,
  - b. Data, logs and other information provided by VicRoads in relation to the area around the road safety camera system, and
  - c. Complaints from motorists which included information about the circumstances of their matters and images recorded by the road safety camera system of their infringements.

## THE ROAD SAFETY CAMERAS

- 12 The fixed road safety cameras operating at this location comprise of two independent speed calculation systems. For a vehicle's speed to be declared "valid" by the road safety camera, the speed calculations made by each independently operating system **must** correlate to within a small margin. Otherwise, no further action can be taken.
- 13 The road safety cameras operating on the Western Ring Road, westbound, approximately 600 metres west of Sydney Road in Glenroy are known as the Gatsometer Digital Radar Camera System – Parabolic (DRCS-P). This system is a prescribed device in section 30 of the *Road Safety (General) Regulations 2009*.
- 14 The secondary speed calculation unit used at this location are Gatsometer inductive loops. Two of these in-road sensors are installed a short distance apart per lane, and measure the change in inductance as the iron content in a vehicle passes over each sensor, one after another. The speed of the vehicle is then calculated based on the time difference of the changes in inductance in each sensor.
- 15 Road safety cameras operating in Victoria must be tested, sealed and used in accordance with the *Road Safety (General) Regulations 2009*. They are calibrated annually, to ensure

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their compliance with those regulations. The road safety cameras on the westbound carriageway of the Western Ring Road, approximately 600 meters west of Sydney Road in Glenroy were last calibrated in October 2016. The certificates for each road safety camera can be found on [camerassavelives.vic.gov.au/home/cameras/camera+test+certificates/](http://camerassavelives.vic.gov.au/home/cameras/camera+test+certificates/).

- 16** Whereas the statute requires annual calibration, the standard applied by the Department of Justice and Regulation is a higher standard and exceeds the standards required by regulation. Generally road safety cameras are tested on a quarterly basis to ensure their speed calculation units are operating within the requirements of the *Road Safety (General) Regulations* 2009. There is also regular maintenance and daily monitoring of their operations and performance.
- 17** Furthermore, in accordance with section 10(a) of the *Road Safety Camera Commissioner Act* 2011 my office undertakes, at least annually, reviews and assessments of the accuracy of the road safety camera system in order to monitor compliance of the system with the requirements of the *Road Safety Act* 1986 and regulations made under that Act.

## COMPLAINTS FROM MOTORISTS

- 18** To date my office has received more than 170 complaints from motorists regarding traffic infringements detected by the fixed road safety camera on the Western Ring Road, westbound, approximately 600 metres west of Sydney Road in Glenroy.
- 19** Many of those traffic infringements are in relation to Excessive Speed, which carry a period of automatic licence suspension as one of the penalties.
- 20** Motorists also shared their recollection of the circumstances leading to their infringement. Some of the themes of they expressed to me, included:
- a. Did not see or recall a reduction in the speed limit,
  - b. Were impeded due to heavy traffic or an obstruction, and they accelerated to the "normal" speed limit of 100km/h once past the obstruction,
  - c. The speed limit in that section of the Western Ring Road was "always 100km/h" and there must have been a mistake in their infringement, and
  - d. Following the flow of traffic.

## COMPLIANCE WITH SPEED LIMITS IN VICTORIA

- 21** Compliance with speed limits in Victoria is generally controlled by section 21(1) and section 21(3) of the *Road Safety Road Rules* 2009. The relevant rules read:

### **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.

#### **Note:**

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**Length**, of road, is defined in the dictionary.

(3) 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—

- (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.

- 22** These two subsections state that a speed limit applies to the length of road ahead once a motorist has driven past that speed limit sign. Motorists must comply with previous speed limit sign they have driven past, until a new speed limit is displayed.
- 23** Rules 152 and 316 of the *Road Safety Road Rules 2009* relate to LUMS (see **Appendix F** and **Appendix G**).

## **LANE USE MANAGEMENT SYSTEM (LUMS) AND ROAD SAFETY CAMERAS**

- 24** VicRoads has installed electronic message signs along parts of the Western Ring Road, either on gantries or on existing structures such as bridges. These signs operate on a lane-by-lane basis and can be controlled independently to show whether lanes are closed or closing, as well as the speed limit applicable for the next section of the highway.
- 25** All fixed road safety cameras operating along the Western Ring Road can monitor variable speed limits, which are set by VicRoads. The road safety cameras are continuously linked to the previous set of LUMS signage directly, through a system provided and maintained by Gatso Australia Pty Ltd.
- 26** The LUMS on Western Ring Road for west-bound traffic at Sydney Road are clearly visible to approaching traffic. They are always illuminated, and when showing a reduced speed limit part of the annulus flashes.

## **ENFORCEMENT OF VARIABLE SPEED LIMITS**

- 27** Video cameras continuously monitor the LUMS signage to which the road safety cameras are linked. When a potential infringement is detected, an image of the vehicle is recorded.
- 28** In addition, images of the LUMS signage are also recorded:
- a. At the time the potential infringement was detected,
  - b. 30 seconds before the detection,
  - c. 60 seconds before the detection, and
  - d. 90 seconds before the detection.

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- 29 These images form part of the evidence package for any potential infringement, and aim to show that the speed limit was continuous for at least 90 seconds prior to the detection of the potential infringement.
  - 30 The LUMS images, along with infringement images, are available to motorists, and can be viewed on the "My Fines" section of the Fines Victoria website, [www.fines.vic.gov.au](http://www.fines.vic.gov.au).
  - 31 When the speed limit is lowered, a grace period is applied, to allow a reasonable period for any motorists in the vicinity to comply with the change in speed limit. The duration of the grace period varies and depends on various circumstances and factors. It is a Victoria Police matter.

## LAYOUT OF THE WESTERN RING ROAD, APPROACHING SYDNEY ROAD IN GLENROY

- 32 Along the westbound carriageway of the Western Ring Road, before and after Sydney Road in Glenroy, there are several installations of speed limit signage, including both electronic and static signs.
- 33 Travelling westward along the Western Ring Road, there is a LUMS installation approximately 300 metres before the Edgars Road overpass and another LUMS installation approximately 200 metres after the Edgars Road overpass.
- 34 Approximately 650 metres after the Edgars Road overpass, the speed limit returns to 100km/h with a set of two static 100km/h signs. The next set of speed limit signs is the LUMS installation on the Sydney Road overpass.
- 35 The LUMS signage installed on the Sydney Road overpass is linked directly to the road safety cameras operating approximately 600 metres west of Sydney Road.
- 36 There is another set of LUMS signage approximately 300 metres after the road safety cameras.
- 37 The on-ramp for traffic joining Western Ring Road from Sydney Road is quite long, and stretches from the Sydney Road overpass to the LUMS signage approximately 300 metres after the road safety camera on the westbound carriageway.
- 38 This on-ramp is separated from the Western Ring Road by a concrete barrier, and has its own independent speed limit of 70km/h. In this case, the signage specifies it is only applicable to the onramp.

## RESULTS OF THE INVESTIGATION

- 39 On 16 December 2016, the speed limit displayed on the Sydney Road electronic signage was reduced from 100km/h to 40km/h from 6:48AM to 6:55AM. In addition, the **right lane was closed** during this speed limit reduction. The speed limit was reduced due to a vehicle hazard on the road. It must be noted that the LUMS signage before Sydney Road (located near Edgars Road overpass, approximately 4 kilometres before Sydney Road) was also showing a 40km/h speed limit with the left lane closed from 6:47AM to 6:55AM. The speed

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limit displayed on the LUMS gantry approximately 300 metres before Edgars Road overpass was 70km/h.

- 40** On 3 February 2017, the speed limit displayed on the Sydney Road electronic signage was reduced from 100km/h to 40km/h from 8:25AM to 8:42AM. In addition, the **left lane was closed** during this speed limit reduction. The speed limit was reduced due to a vehicle hazard on the road. It must be noted that the last LUMS signage before Sydney Road (located near Edgars Road overpass, approximately 4 kilometres before Sydney Road) was showing a reduced speed limit of 70km/h from 8:25AM to 8:42AM.
- 41** On 20 February 2017, the speed limit displayed on the Sydney Road electronic signage was reduced from 100km/h to 40km/h due to vehicle breakdowns and incidents in the area for the following times:
- a. 3:45PM to 4:13PM with the **right lane closed**,
  - b. 4:15PM to 4:19PM with the **left lane closed**, and
  - c. 4:35PM to 4:44PM with the **right lane closed**.
  - d. In each speed limit reduction that occurred on 20 February 2017, the LUMS signage before Sydney Road (located near Edgars Road overpass, approximately 4 kilometres before Sydney Road) showed reduced speed limits of 70km/h.
- 42** On 26 February 2017, the speed limit displayed on the Sydney Road electronic signage was reduced from 100km/h to 60km/h from 3:21AM to 6:29AM. There was another speed limit reduction from 60km/h to 40km/h from 6:29AM to 6:30AM. During the speed limit reductions, the **right lane was closed**. After this, the speed limit was returned to 100km/h. The speed limit changes on this occasion was due to planned roadworks in the vicinity of Sydney Road. It must be noted that the LUMS signage before Sydney Road (located near Edgars Road overpass, approximately 4 kilometres before Sydney Road) was also showing a reduced speed limit of 60km/h with the right lane closed from 3:20AM to 6:29AM. At 6:29AM, the speed limit was increased to 70km/h with all lanes open, and a minute later, the speed limit was increased again to 100km/h.
- 43** During these speed limit reductions, VicRoads set the LUMS signage on Sydney Road to the relevant reduced limit. In addition, it reduced the speed limit displayed on the LUMS signage approximately 200 metres west of Edgars Road, approximately 4 kilometres before Sydney Road. However, there were static 100km/h speed limit signs installed just before the Hume Freeway. I consider this locating of static speed signage to be inconsistent with the custom and practice of VicRoads, and inconsistent with the intent of the LUMS between which the static speed limits sit. This oversight by VicRoads of its infrastructure has caused confusion to some motorists.
- 44** The road safety cameras recorded the speed limit changes that concurred with the times provided by VicRoads. The road safety cameras applied the changed speed limits correctly when they occurred. Examination of the road safety camera data also showed that the road safety cameras correctly enforced the speed limit changes.
- 45** I examined the infringement and LUMS images of motorists' infringements that have been referred to my office. All of the images showed the road safety cameras operated correctly,

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and that the LUMS signage was consistently showing the relevant speed limit and lane closures.

- 46 I also received information from the Department of Justice and Regulation regarding the amount of traffic that drove past the road safety cameras during these periods as depicted in this table:

| DATE       | TRAFFIC VOLUME | INFRINGEMENTS ISSUED | PERCENTAGE NOT ISSUED WITH FINES | SPEED LIMIT REDUCTION DURATION |
|------------|----------------|----------------------|----------------------------------|--------------------------------|
| 16/12/2016 | 406            | 59                   | 85.5%                            | 7 minutes                      |
| 03/02/2017 | 1046           | 236                  | 77.4%                            | 17 minutes                     |
| 20/02/2017 | 2137           | 549                  | 74.3%                            | 42 minutes                     |
| 26/02/2017 | 1488           | 639                  | 57.06%                           | 3 hours, 9 minutes             |

- 47 I infer from the data in this table that whilst a substantial number of drivers have infringed the temporary speed limit, the majority of drivers did not infringe. This implies that the speed reduction signs were read and adhered to by this large majority. I also infer that in travelling at speeds which led to infringements, on a busy road, the drivers must have overtaken a significant number of vehicles which were adhering to the speed limit.
- 48 One aspect of the road safety camera data concerned me greatly. On each occasion the speed limit was reduced to 40km/h, one of the three lanes (either the left or the right lane) was closed due to an incident (being a vehicle breakdown) to ensure the safety of those involved. However, the cameras recorded traffic infringements in **every** lane, including the closed lane. In addition, the traffic flow in each lane was broadly similar. This indicates that motorists did not take heed of the information displayed on the LUMS gantries, or if they did, then it was insufficient heed.
- 49 On 26 February 2017, when the speed limit was reduced to 60km/h, with the right lane closed due to planned roadworks, 1,488 motorists drove past the speed camera. Of those motorists, 1,408 complied with the lane closure. 80 motorists drove through the closed lane at the fixed road safety camera site.
- 50 I also find that a disturbing number of vehicles were driven at speeds exceeding 25km/h above the signalled variable speed limit; for example at on 16 December 2016 52% of vehicles were travelling at or above 70km/h. Each of these vehicles has driven past an array of 40km/h illuminated variable speed signs where the surrounding red annuli were flashing, plus they presumably overtook those drivers who complied with the reduced speed limit.
- 51 I am aware that some motorists complained in the media that they had passed the Sydney Road LUMS installation when the speed limit was 100km/h. They assert they were impeded by heavy traffic for some minutes, and when they passed the road safety camera, the speed limit had been reduced to 40km/h without them being aware of the change. However I examined data recorded by the road safety cameras on all four dates when the speed limit was reduced. I was unable to see any significant drop in the number of vehicles passing the road safety camera for a substantial period of time. In fact, the traffic flow remained

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relatively steady for the duration of every period in which the speed limit was reduced on 16 December 2016, 3 February 2017 and 20 February 2017. This can be seen on the graphs in **Appendix E**. The speed limit reduction on 26 February 2017 was during the early morning on a weekend, and traffic was not heavy during this case.

- 52** I note that the compliance by drivers was varied, and that there were, in addition to the large number of infringements, a significant number of incidents which were detected but were rejected due to factors which included:
- (i) Grace period
  - (ii) Rejection at secondary speed verification
  - (iii) Number plate reading rejections
  - (iv) Other camera coding rejections
- 53** There is no doubt that the LUMS signage installed on Sydney Road overpass operated correctly. I have been advised by Mr John Merritt, CEO of VicRoads that VicRoads has reviewed the speed limit signage leading up to the location of this speed camera and found that it does not conform with their usual practice for advising all motorists of speed limit reductions, specifically for drivers entering the Ring Road from the Hume Highway. VicRoads normal practice, as stipulated in VicRoads' *Managed Freeways Handbook* is to reduce the speed limit in 20km/h or 30km/h steps. This leads to the possibility that the notification of the reduction was unusual in the circumstances. However, there is no doubt that the reduced limit was necessary in each circumstance. Further, a significant number of drivers have asserted they did not see the LUMS, in which case such inadvertence by the drivers is no excuse for their driving at excessive speed.
- 54** I am satisfied that the road safety cameras were operating correctly during the relevant periods after examining the data, images and reports provided by both the Department of Justice and Regulation and VicRoads. In particular there was no technical error in the cameras, and the variable speed was correctly measured and enforced.
- 55** I am satisfied that on each occasion the reduced speed limit was justified and complied with road rules, and yet a startling number of drivers did not comply. Further, there is argument that the large number of infringements could reduce confidence in the integrity of the road safety camera system even though I am satisfied that the road safety camera system operated at all relevant times without error.

## CONCLUSIONS

- 56** I am satisfied that on each occasion the reduction of speed was appropriate because of incidents on the roadway. There was a possible emergency situation in each case, or road-working staff on the roadway, all of which called for greater care by drivers. I am satisfied that the road safety camera system operated at all relevant times without error.
- 57** From data and information provided by VicRoads, each time period included in this investigation required the speed limit to be reduced due to either an emergency situation, or due to a need to protect workers on the road. However, large numbers of people **did not comply** with the change displayed on the LUMS signage.

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- 58** I am satisfied that the road safety cameras operating along the Western Ring Road on the westbound carriageway, approximately 600 metres west of Sydney Road in Glenroy were operating correctly during the four dates in the scope of this investigation during which speed limit reductions occurred. The process, from camera detection to traffic infringements issued, functioned correctly from beginning to end. There can be no complaint about the accuracy of the road safety camera system. Drivers travelling faster than the specified variable speed limit were appropriately alleged to have infringed.
- 59** I am satisfied that the speed limit signage operated correctly in all four situations. I am satisfied that drivers had at least 600 metres from the LUMS variable speed signs to reduce their speeds to comply with the required 40km/h speed limit. Indeed, vigilant drivers seeing the flashing illuminated signs ought to have been alerted that their speed needed to be reduced to 40km/h before reaching the LUMS.
- 60** I am satisfied that drivers must be aware that LUMS signage is **not advisory**, and they are enforceable speed limits. As such, the variable signs were working correctly (and received compliance from a majority of drivers), the cameras were working correctly, and the traffic infringement notices have been appropriately issued in accordance with law.
- 61** I also commend VicRoads for its prompt reaction to each emergency incident.

## RECOMMENDATIONS

- 62** The number of infringements is alarming, and I **recommend** that there be further education of drivers about the need to be alert to reduced speed limits and the necessity to comply with variable speed limits, and of the risks and consequences of speeding.
- 63** I find that drivers do not recognise that a 40km/h speed limit is applied for reasons of personal danger. I **recommend** that there be education for drivers in this regard.
- 64** I am concerned that on balance there was non-compliance by VicRoads with the usual custom and practice to which drivers might arguably expect. For this reason I **recommend** that VicRoads conduct an audit of roadways controlled by LUMS to ensure compliance with VicRoads' *Managed Freeways Handbook*. Irrespective of any non-compliance by VicRoads, the 40 km/h LUMS display at Sydney Road for westbound traffic was clear and visible as the applicable required speed limit. There was no reasonable basis for confusion by drivers passing under the road safety camera system approximately 600 metres west of Sydney Road Glenroy.
- 65** I make **no recommendation** to Victoria Police regarding the infringements for the four periods described in paragraph 4, on 16 December 2016, and 03, 20 and 26 February 2017.

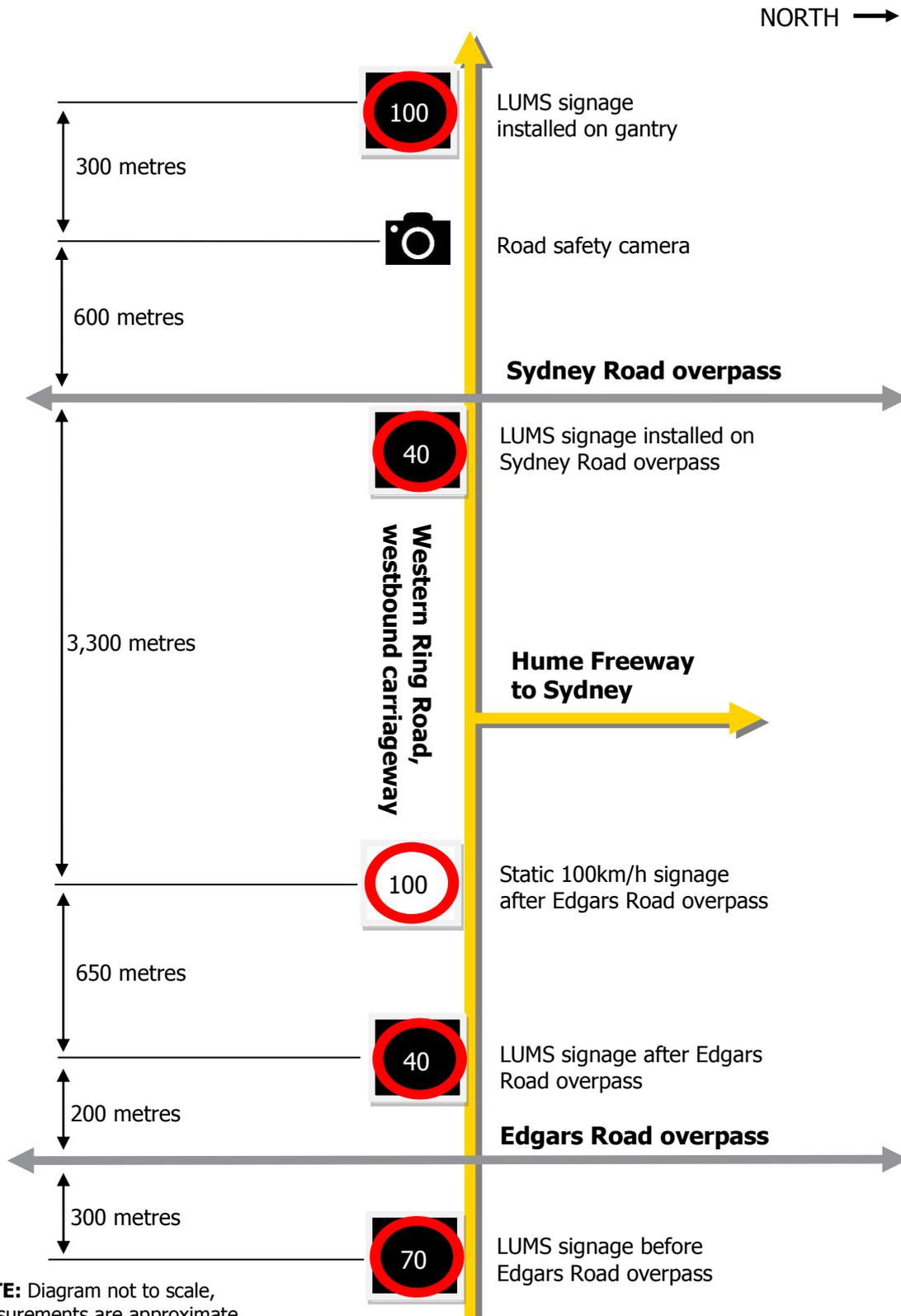
## CONSULTATION

- 66** This report was compiled in consultation with the Department of Justice and Regulation, VicRoads, Victoria Police and with members of the public who have provided their details to assist with this investigation.

# APPENDIX A

## SIGNAGE DIAGRAM OF WESTERN RING ROAD, NEAR SYDNEY ROAD, GLENROY

16 DECEMBER 2016, BETWEEN 6:48AM AND 6:55AM

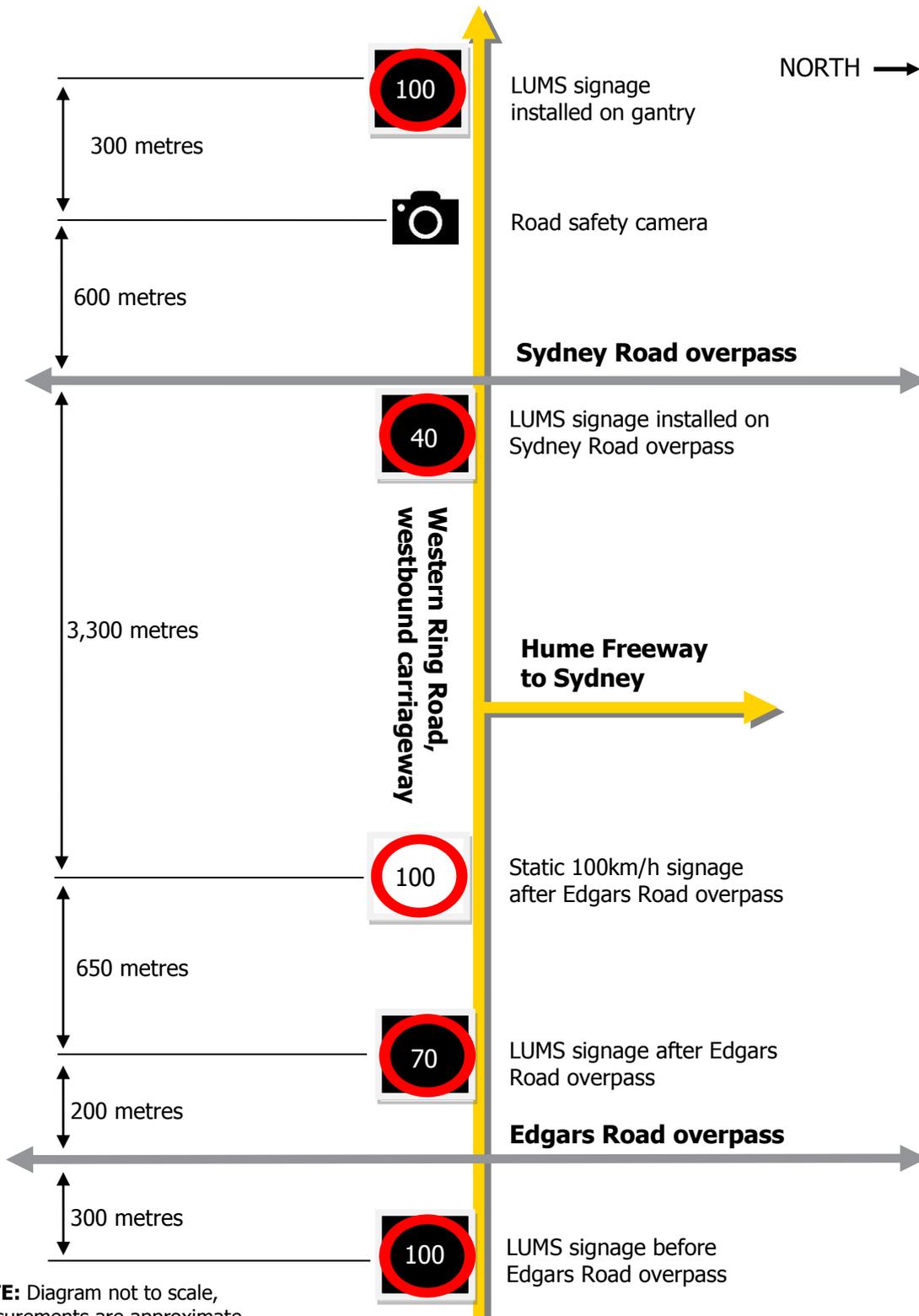


**NOTE:** Diagram not to scale, measurements are approximate

## APPENDIX B

### SIGNAGE DIAGRAM OF WESTERN RING ROAD, NEAR SYDNEY ROAD, GLENROY

3 FEBRUARY 2017, BETWEEN 8:25AM AND 8:42AM

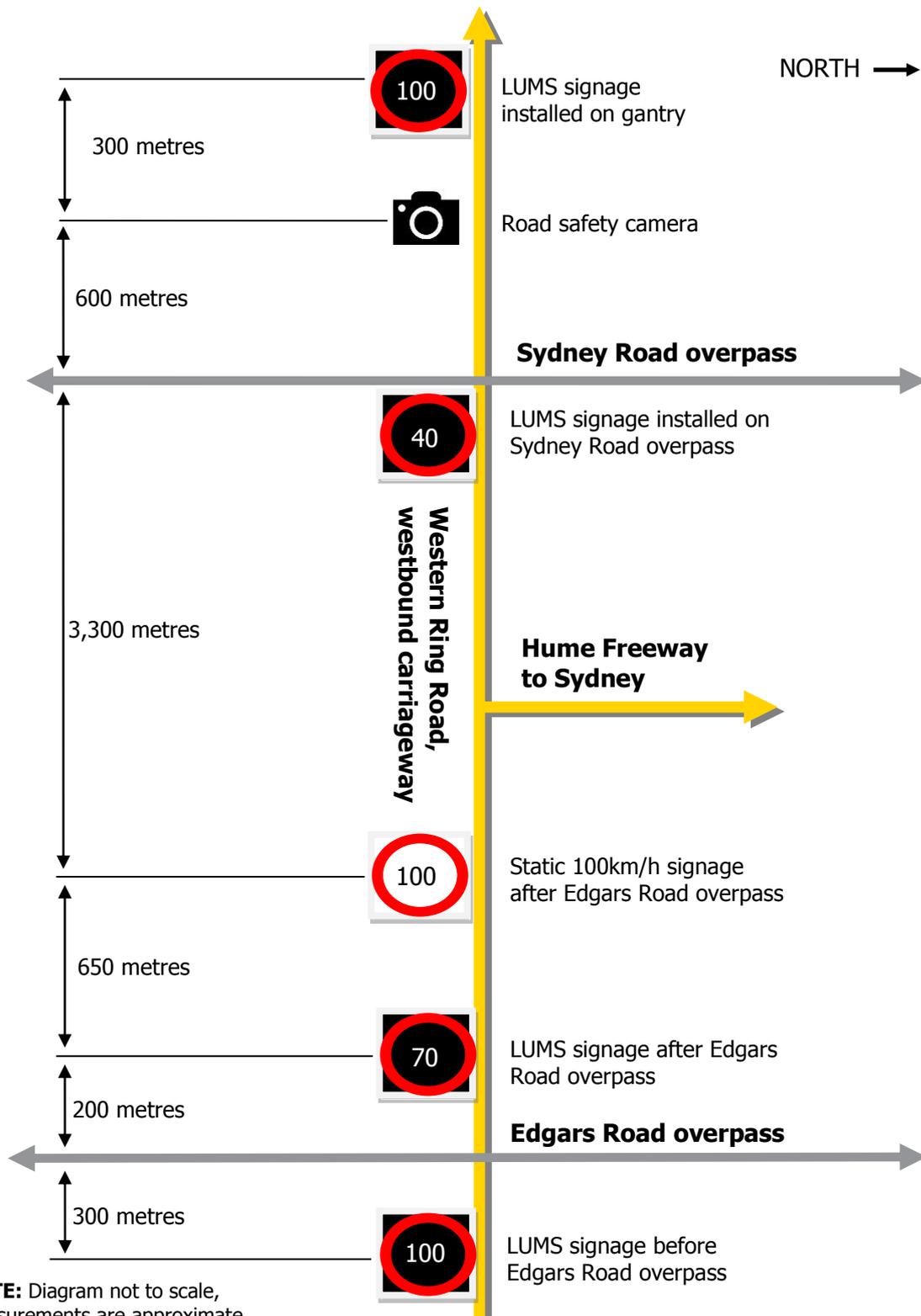


**NOTE:** Diagram not to scale, measurements are approximate

## APPENDIX C

### SIGNAGE DIAGRAM OF WESTERN RING ROAD, NEAR SYDNEY ROAD, GLENROY

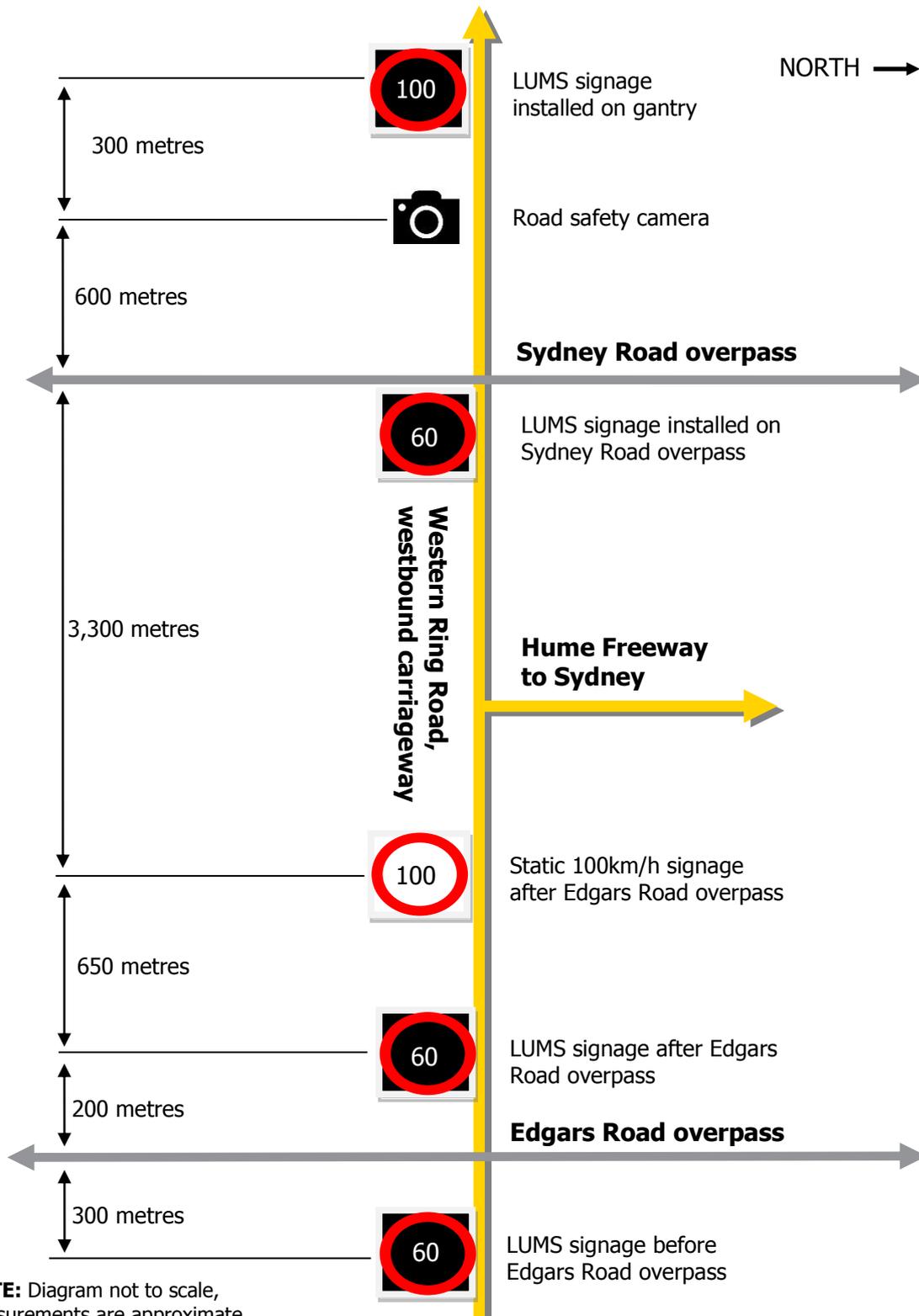
20 FEBRUARY 2017, BETWEEN 3:45PM AND 4:44PM



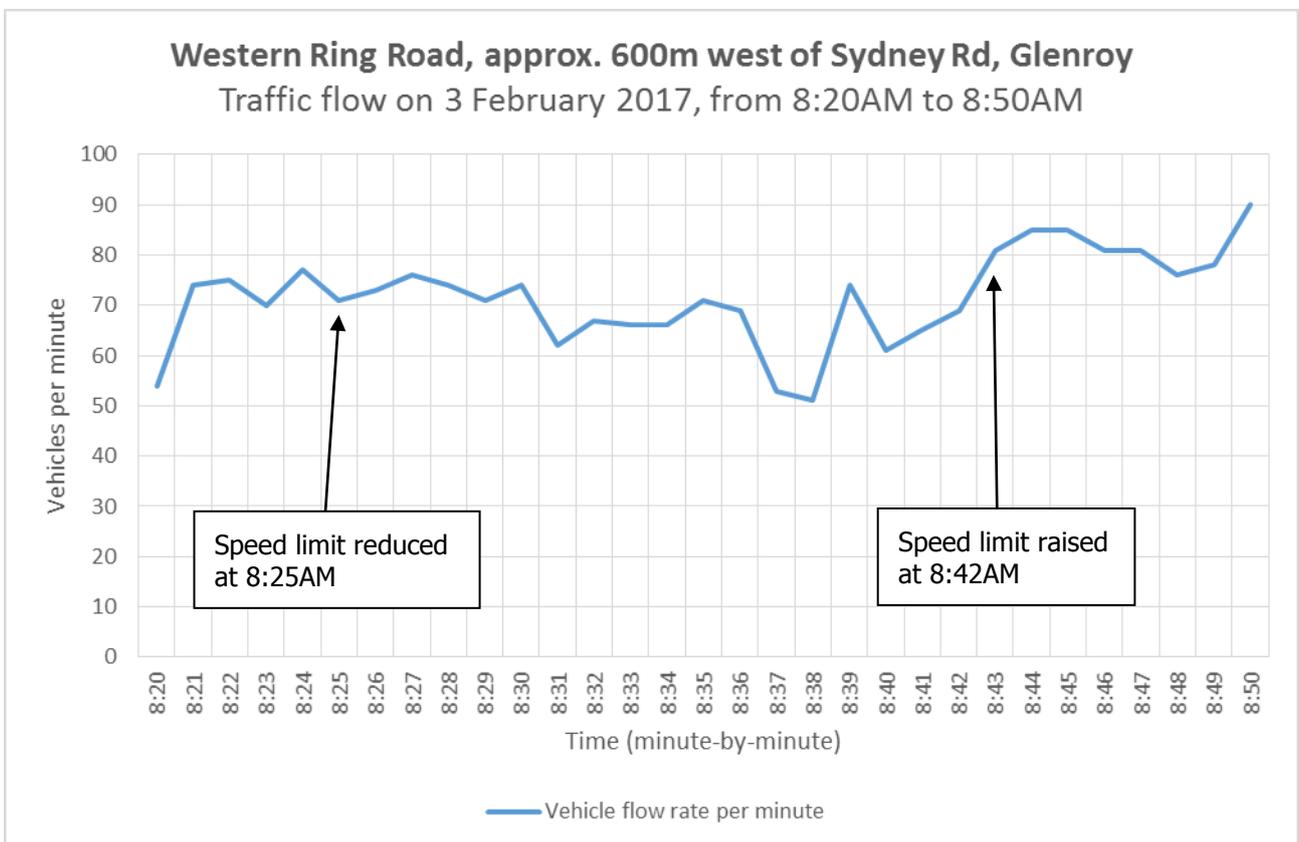
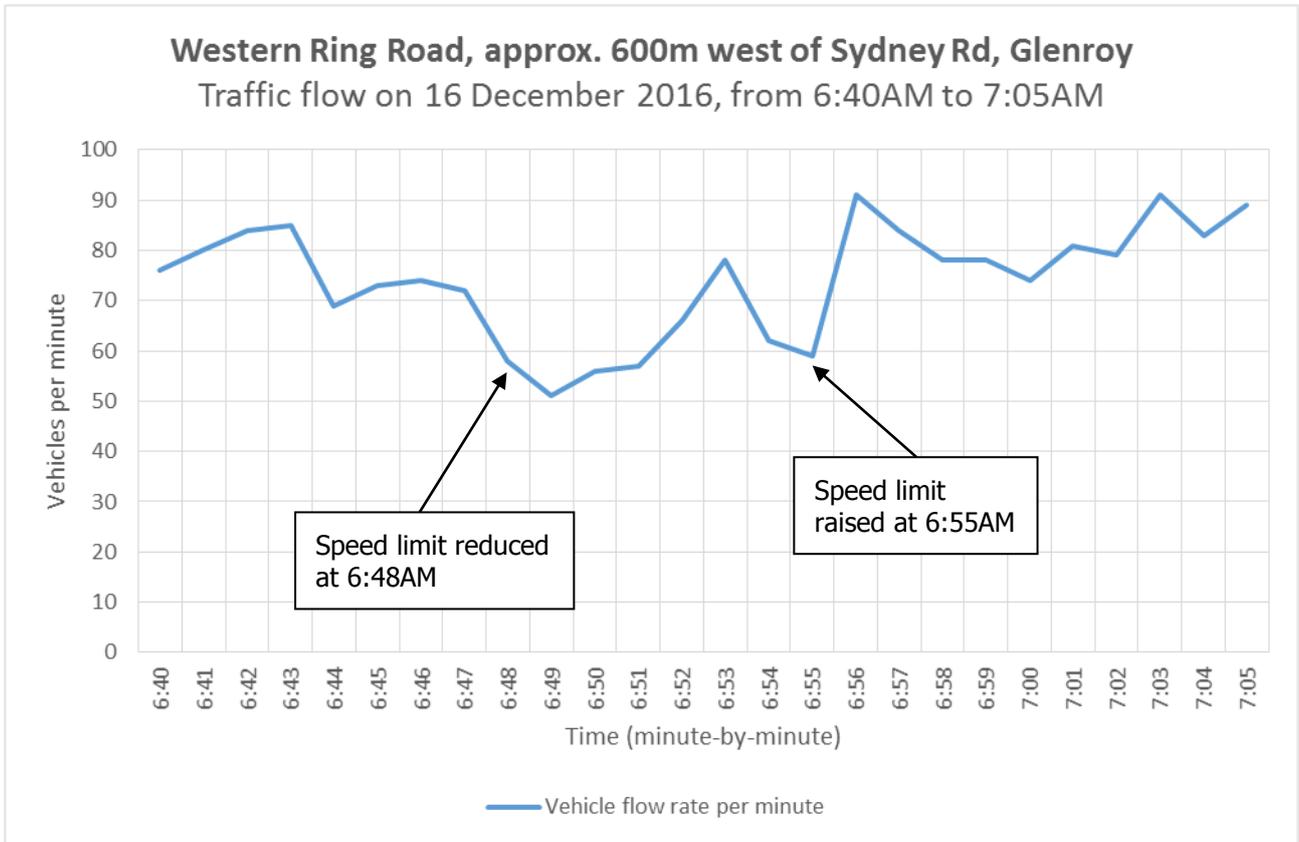
## APPENDIX D

### SIGNAGE DIAGRAM OF WESTERN RING ROAD, NEAR SYDNEY ROAD, GLENROY

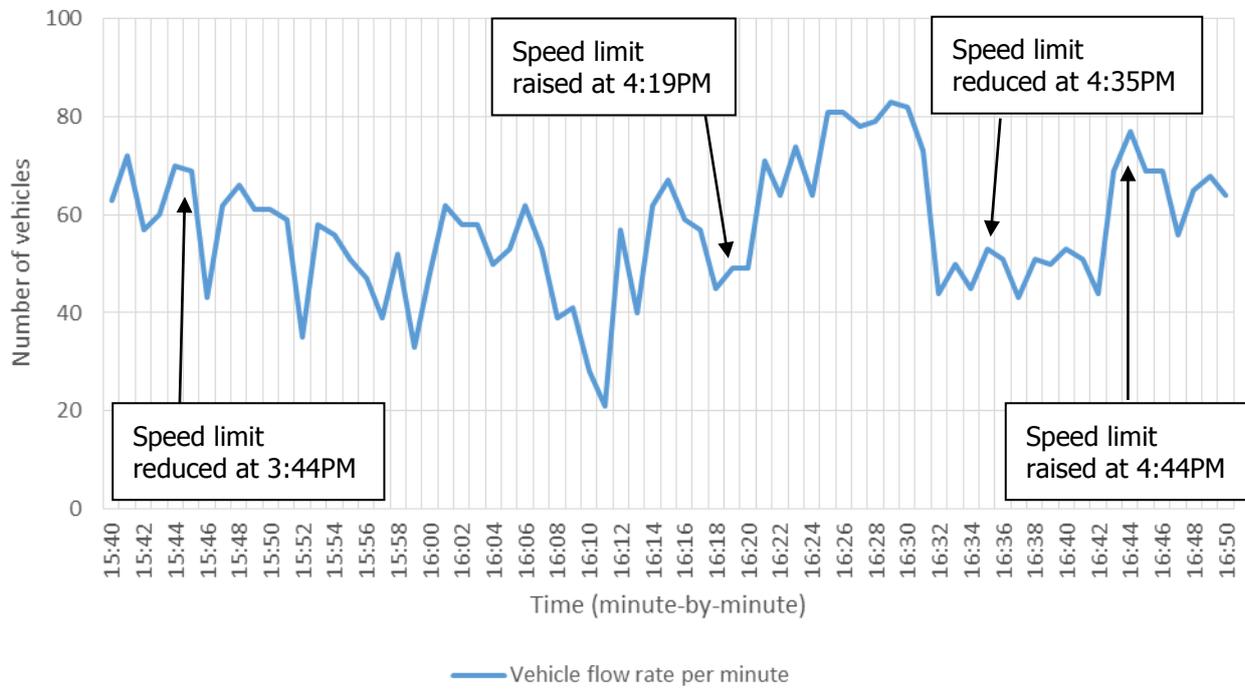
26 FEBRUARY 2017, BETWEEN 3:21AM AND 6:29AM



## APPENDIX E



**Western Ring Road, approx. 600m west of Sydney Rd, Glenroy**  
Traffic flow on 20 February 2017, from 3:40PM to 4:50PM



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## APPENDIX F

### ROAD SAFETY ROAD RULES 2009 - REG 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 rule.

Penalty: 10 penalty units.

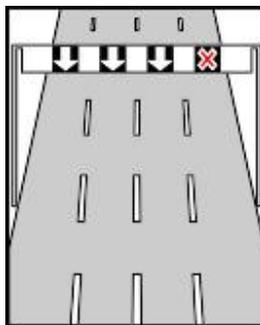
#### Note

**Marked lane** and **overhead lane control device** are defined in the dictionary.

- (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 one or more directions, or an illuminated speed-limit sign, the driver may drive in the marked lane past the device.

#### Example

Overhead lane control device applying to marked lanes.



#### Note for diagram

If the device displays an arrow indicating one or more directions, the device operates also as traffic lane arrows—see the definition of **traffic lane arrows** in the dictionary. Rule 92 deals with traffic lane arrows.

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## APPENDIX G

### ROAD SAFETY ROAD RULES 2009 - REG 316

#### When do traffic control devices comply substantially with these Rules

- (1) A traffic sign complies substantially with these Rules 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 the Rules 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.

#### Notes

- 1 **Traffic sign** is defined in the dictionary.
- 2 The diagrams of traffic signs in Schedules 2 and 3 are in alphabetical order.

- (2) A road marking complies substantially with these Rules if it complies substantially with a description of that kind of road marking in the Rules 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.

#### Note

**Road marking** is defined in the dictionary.

- (3) A traffic control device (except a traffic sign or a road marking) complies substantially with these Rules if the device complies substantially with a description of that kind of traffic control device in the Rules 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.

#### Examples

A children's crossing may have a red and white post missing temporarily. The missing post does not prevent the crossing from meeting the description of such a crossing that is set out in rule 80(6).

A freeway may have several freeway signs missing. The missing signs do not prevent the area from still being considered to be a freeway.

- (3A) A traffic sign for the control of stopping or parking of vehicles may comply with these Rules even if it does not conform with any standard prescribed by regulation 18 of the Road Safety (Traffic Management) Regulations 2009.
- (4) A traffic sign may be a reasonable likeness of a diagram of a kind of traffic sign mentioned in these Rules 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
- (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.

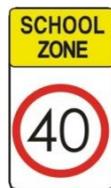
**Example of subrule (4)(a)**

A *speed-limit sign* may be square. The fact that it is square does not prevent the sign being a reasonable likeness of the diagram of a *speed-limit sign* in Schedule 2.

**Example of subrule (4)(b)—traffic signs with additional information**

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.

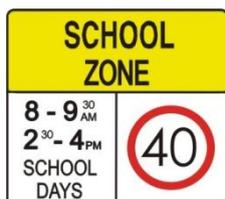
Speed-limit sign  
(Standard sign)



Speed-limit sign  
(Standard sign)



Speed-limit sign  
(Standard sign)



Speed-limit sign  
(Standard sign)



**Example of subrule (4)(c)**

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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 e.g. "50". The different number on the sign does not prevent the sign being a reasonable likeness of the diagram.

**Example of subrule (4)(d)**

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 subrule (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 subrule (4)(f)**

A *permissive parking sign* limiting parking to 2 hours may have the time limit above, or below, the word "parking".

**Example of subrule (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.

**Note**

*Bicycle symbol, parking control sign, pedestrian symbol* and *with* are defined in the dictionary.

- (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.

**Note**

*Variable illuminated message sign* is defined in the dictionary.

**Example of standard sign and variable illuminated message sign**

Speed-limit signs

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 these Rules even though the dimensions of the symbol, or of anything on the symbol, are different.

- (7) In this rule—

*panel* includes a board, plate and screen.