

# Traffic Note 29 – Revision 2

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## School crossing points (kea crossings) – information

### 1 Purpose

Road controlling authorities can approve the installation of school crossing points (kea crossings), as long as the crossings comply with the *Land Transport Rule: Traffic Control Devices 2004* (the rule).

The adoption of kea crossings followed several years of trials on a broad range of kea crossing sites.

This traffic note provides some background to kea crossings. Based on experience gained from the trials, it also reinforces the main points of the rule and gives some guidance on how the rule should be applied.

### 2 Background

There are two main issues with marked pedestrian crossings at schools:

1. Schools without enough pedestrians or motor vehicle movements to qualify for pedestrian crossings often want the added safety school-patrolled crossings provide.
2. Motorists don't always expect to see pedestrians using the crossing outside of school hours. This puts the pedestrians at greater risk of being involved in a crash.

Kea crossings were developed to address these issues. When the fluorescent flags are installed and the school patrol is operating, the crossing operates the same as a marked pedestrian crossing with a school patrol. When the signs and patrol are not present the crossing point reverts to a section of road where pedestrians may cross only if there is a safe gap to do so – with, however, the probable advantage of a narrower roadway.

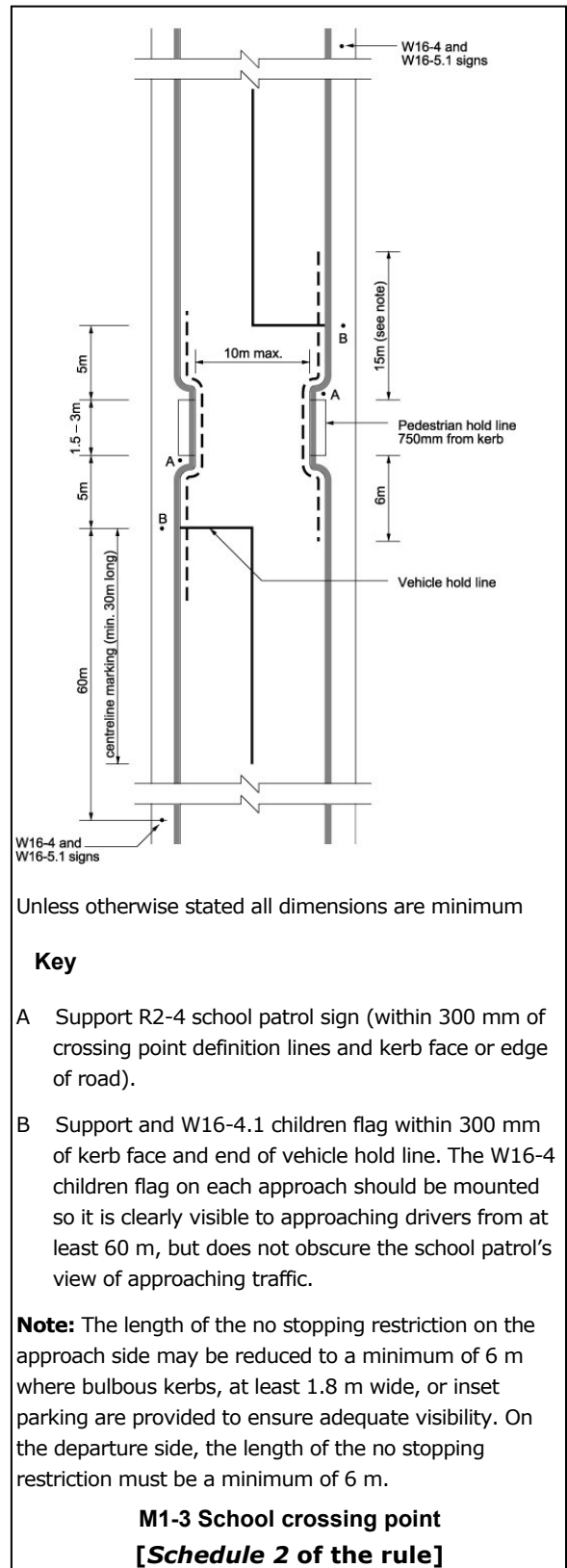
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The road controlling authority (RCA) can consider installing kea crossings where there aren't enough pedestrians or traffic to meet the criteria for marked pedestrian crossings, or consider removing existing crossings where there is little or no pedestrian movement outside school hours.

### 3 Legal requirements

Clause 8.4 of the rule describes the legal requirements for kea crossings. These include, but are not restricted to, the following:

- No one other than a RCA may mark out or maintain a kea crossing.
- Without approval of the Director of Land Transport (the Director) no kea crossing can be installed where the speed limit exceeds 50 km/h.
- Unless the Director has given written approval, kea crossings must comply with specifications contained in the rule including the diagram M1-3 in Schedule 2 and, in particular, must:
  - a. have reflectorised white hold lines for motor vehicles and pedestrians and a solid centre line on each approach at least 30 m long
  - b. have 'no stopping' restrictions at least 15 m on each approach (reducible to 6 m where there is a bulbous kerb or a parking inset providing adequate visibility) and 6 m on each departure
  - c. have a white support post or pole at each end of the crossing point and a permanent 'Children' warning sign with a supplementary 'SCHOOL' sign on each approach to the crossing
  - d. where necessary, have bulbous kerbs or similar device to ensure the width of the crossing point does not exceed 10 m from kerb to kerb
  - e. while the school crossing is in use, have a 'Children' flag sign of fluorescent orange adjacent to each vehicle hold line and a school patrol with 'School Patrol' signs on each side of the crossing point
- The RCA is responsible for erecting, installing and maintaining all signs and markings associated with the kea crossing.



## 4 Other issues

### 4.1 Warrants

Experience with the trial sites suggests kea crossings are effective over a wide range of vehicle and pedestrian volumes. Kea crossings are impractical and unjustified where the half-hour product of pedestrians and vehicles is less than 3,000. While a number of sites have operated successfully where the half hour product exceeds 20,000, at these levels alternative treatments should be considered.

### 4.2 Training and operation of the school patrol

Any school patrol operating a kea crossing must be correctly trained, equipped and supervised by an adult (normally a teacher or parent). The local Police youth education officer must agree before a kea crossing is installed and operational. He or she is also able to provide advice to the RCA, assist with training of the patrol and ensure the school is aware of procedures for recording and reporting any incidents.

As with any school patrol, the school’s board of trustees should formally agree to the establishment and operation of a kea crossing. A letter of approval from the RCA to operate a kea crossing should also be sent to, and held by, the school principal.

A document entitled the *School traffic safety team manual*, published by Land Transport NZ and the NZ Police, has details of the procedures and other information to help schools with their wardens and school patrols.

### 4.3 Use of flag signs at marked crossings

There have been suggestions flag signs could also be used at marked pedestrian crossings. In addition to the stripes marked on the road surface, indicators at a marked crossing include black and white poles and the Belisha beacon lights or discs. None of these devices can be used at a kea crossing and, in their absence, the flag is an important way to identify the crossing point. Therefore, the Land Transport NZ considers these flag signs should only be used for kea crossings.

### 4.4 Land Transport NZ assistance

As a result of the trials Land Transport NZ has gained experience with kea crossings. RCAs are encouraged to take advantage of this. Please contact your local Land Transport NZ regional office.

#### Footnote

In this note sign numbers are those used in the rule. These numbers and the sign descriptors are cross-referenced below to those in the *Manual of Traffic Signs and Markings* (MOTSAM).

<u>Rule</u>	<u>Descriptor</u>	<u>MOTSAM</u>
R2-4	School patrol	RG-28
W16-4	Children	PW-31
W16-4.1	Children flag	PW-31
W16-5.1	School supplementary	PW-32