



**LAND TRANSPORT RULE: TRAFFIC
CONTROL DEVICES (KURA/SCHOOL
SIGNS) AMENDMENT 2021**

Overview for consultation

4 NOVEMBER 2021

Copyright information

Copyright ©. This copyright work is licensed under the Creative Commons Attribution 4.0 International licence. In essence, you are free to copy, distribute and adapt the work, as long as you attribute the work to Waka Kotahi NZ Transport Agency and abide by the other licence terms. To view a copy of this licence, visit <http://creativecommons.org/licenses/by/4.0/>.

Disclaimer

Waka Kotahi endeavoured to ensure material in this document is technically accurate and reflects legal requirements. However, the document does not override governing legislation. Waka Kotahi does not accept liability for any consequences arising from the use of this document. If the user of this document is unsure whether the material is correct, they should refer directly to the relevant legislation and contact Waka Kotahi.

More information

If you have further queries, call our contact centre on 0800 699 000 or email us at rules@nzta.govt.nz

This document is available on the Waka Kotahi website at <http://www.nzta.govt.nz>

Contents

Copyright information	2
Disclaimer	2
More information	2
THE PROCESS FOR MAKING RULE CHANGES	4
What are land transport rules?	4
Consultation on proposed rule changes	5
MAKING A SUBMISSION	5
Information to include in your submission	5
Sending your submission	5
Deadline for submissions	5
Submission is public information	5
WHY ARE RULE CHANGES BEING PROPOSED?	6
Scope and objective of the TCD Rule	6
Limited bilingual traffic signs and an opportunity to have more	6
Making the most of this opportunity	7
An early and significant bilingual traffic sign opportunity	7
International experience with bilingual traffic signs – stay simple	8
WHAT CHANGES ARE PROPOSED?	11
Proposal 1: Making the “school” traffic sign bilingual	11
Proposal 2: New permanent school speed limit sign	16
Proposal 3: Changes to existing signs	17
Proposal 4: Removal of warning signs	19
Proposal 5: Other changes	21

THE PROCESS FOR MAKING RULE CHANGES

What are land transport rules?

The *Land Transport Act 1998* (the Act) provides the legal framework for making Land Transport Rules. Section 161 sets out the procedure by which the Minister of Transport (the Minister) makes rules.

Land Transport Rules are usually made either by the Minister or by the Governor-General (by Order in Council) on the recommendation of the Minister, under the Act.

Rules generally contain detailed legal requirements, such as standards and processes, and cover a range of land transport issues that aim to achieve outcomes like:

- Safeguarding and improving land transport safety and security
- Improving access and mobility
- Assisting economic development.

Rules form part of New Zealand transport law and the offences and penalties for each rule are set out in the Act or in regulations. Most rules are drafted by Waka Kotahi NZ Transport Agency (Waka Kotahi), working closely with Te Manatū Waka the Ministry of Transport.

Waka Kotahi undertakes consultation on proposed changes to rules on behalf of the Minister. The issues raised in submissions on the proposed rule changes are analysed and considered in preparing rules for the Minister to sign.

Matters the Minister must consider when making rules

When making (or recommending) a rule, the Minister must take into account the matters set out in section 164(2) of the Act. In summary, these include:

- the type of proposed activity or service;
- the risks to land transport safety, specifically the:
 - level of risk to land transport safety in each proposed activity or service
 - level of risk to land transport safety in general in New Zealand
 - need to maintain and improve land transport safety and security;
- the suitable management of infrastructure;
- whether the rule:
 - helps economic development
 - improves access and mobility
 - protects and promotes public health
 - ensures environmental sustainability
- the costs of implementing the proposed changes;
- New Zealand's international land transport safety obligations, and international circumstances; and
- any other matters the Minister considers right in the circumstances.

When assessing a proposed rule against these criteria, the Minister can give each such weight that the Minister considers appropriate. The proposals outlined below have been developed in accordance with these criteria.

The proposed changes are intended to be made under sections 152 and 157(g) of the Act. Section 157(g) of the Act allows for the setting of rules that provide for the design, construction, maintenance and operation of traffic control devices.

Consultation on proposed rule changes

The purpose of this publication is to consult on the draft *Land Transport Rule: Traffic Control Devices (Kura/School Signs) Amendment 2021* (the proposed Rule) and the changes it proposes to make to the *Land Transport Rule: Traffic Control Devices 2004* (the TCD Rule).

Consultation on the proposed changes to the TCD Rule will ensure legislation is sound and robust, and the rule development process takes account of the views of, and the impact on, people affected by the proposed changes.

This consultation has two parts:

1. This overview, which sets out the proposed amendments
2. The draft *Land Transport Rule: Traffic Control Devices (Kura/School Signs) Amendment 2021*.

These documents can be found at nzta.govt.nz/kura-school-signs.

Please read this overview carefully and consider the effects the proposed changes to the TCD Rule would have on you or your organisation.

MAKING A SUBMISSION

If you wish to make a submission on the proposed changes, please read the information provided in this overview and the draft of the proposed Rule. Submissions can be made in te reo Māori.

Information to include in your submission

- The title of this consultation
- Your name, and title if applicable
- Your organisation's name if applicable
- Your email address (preferred) or postal address.

Sending your submission

You can send your submission via the online submission form or by email to rules@nzta.govt.nz. The online submission form is available at <https://www.surveymonkey.com/r/ZWRPRKS>.

Deadline for submissions

The deadline for submissions is 5pm, 17 December 2021.

Submission is public information

Please note your submission may become publicly available. Waka Kotahi may publish any information you submit and may identify you as the submitter if your submission is published or given to a third party.

Please clearly indicate if your comments are commercially sensitive or, if for some other reason, they should not be disclosed, or the reason why you should not be identified as the submitter. Any request for non-disclosure will be considered under the *Official Information Act 1982*.

WHY ARE RULE CHANGES BEING PROPOSED?

Scope and objective of the TCD Rule

The layout and content of traffic signs in Aotearoa New Zealand is set out in the TCD Rule. The objective of the TCD Rule is to contribute to a safe and efficient roading environment for all road users by ensuring traffic is controlled by traffic control devices that are safe, effective, uniform and consistently applied.

Traffic Control Device means a device used on a road for the purpose of traffic control; and includes any:

- (a) sign, signal, or notice
- (b) traffic calming device
- (c) marking or road surface treatment.¹

Traffic signs have three purposes that are defined in the TCD Rule. In summary, these are:

1. **'Regulatory'** - instructing road users by requiring or prohibiting specified actions on a road (including speed limit and parking signs).
2. **'Warning'** - informing road users of hazards or of other features requiring a safe response on or near a road.
3. **'Advisory'** - giving road users information or guidance (including information about destinations, routes, amenities, distances, street name signs and place names).

The TCD Rule sets out requirements for the design, construction, installation, operation and maintenance of traffic control devices. This includes basic specifications like size, shape, colour and text on signs. Traffic signs can be static signs (i.e., they do not change) or variable signs (e.g., electronic speed limit signs or time-to-destination signs used on motorways).

Limited bilingual traffic signs and an opportunity to have more

Despite te reo Māori being the first language of Aotearoa New Zealand, there is currently a very small number of traffic signs that combine both te reo Māori and English text (i.e., bilingual traffic signs).

The exact text for most traffic signs is set out in Schedule 1 of the TCD Rule. Except in specific circumstances, these words are prescribed in English. Some signs prescribe te reo Māori such as Marae or show places names in te reo Māori like Whakatāne.

For particular types of traffic signs, both English and te reo Māori may be used where names of places and features have been granted official dual name status by New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa – for example Milford Sound *Piopirotahi*.² We estimate there are around 60 of these bilingual traffic signs on state highways. This represents a very small fraction of traffic signs on the state highway network (given there around 190,000 traffic signs on the state highway network overall).

¹ Marking or road surface treatment does not include 'roadway art' installed in accordance with clause 5.6(1) of the TCD Rule.

² Route and guide signs, tourist signs, and general interest signs. See the Traffic Control Devices Manual, Part 2, Appendix A. See <https://www.nzta.govt.nz/assets/resources/traffic-control-devices-manual/docs/part-2-draft-direction-service-and-general.pdf>

Having both English and te reo Māori together on traffic signs is not a new idea – the first bilingual traffic sign was introduced in 2000 to recognise Aoraki Mount Cook.

Making the most of this opportunity

The Government is committed to seeing bilingual traffic signs throughout Aotearoa New Zealand by the end of this current term. Waka Kotahi and Te Manatū Waka also want to see te reo Māori seen, spoken and heard wherever possible, to continue the revitalisation of the language. Many Māori communities have been asking to be able to incorporate te reo Māori on traffic signs for some time. Enabling and implementing bilingual traffic signs supports communities and local government to achieve their aspirations for the use of te reo Māori and promotes the revitalisation of the language more generally.

There are over 580 traffic signs prescribed in the TCD Rule, with around 380 of these containing English text. The overall number of traffic signs on the combined local and state highway networks is significant (the state highway network only accounts for 11 percent of the country's total road network). As such, the potential of bilingual traffic signs represents an important contribution to the use and visibility of te reo Māori.

Waka Kotahi, with support from Te Manatū Waka, is undertaking a programme of work to support the use of te reo Māori on traffic signs in Aotearoa New Zealand. He Tohu Huarahi Māori Bilingual Signs Programme forms part of the Waka Kotahi contribution to Maihi Karauna, the Crown strategy for Māori language revitalisation 2018–2023. Maihi Karauna is aimed at ensuring there are everyday opportunities for New Zealanders to engage with and use te reo Māori.

Considering and incorporating te reo Māori on traffic signs will involve a long-term programme of work. For this reason, this work is proposed to progress in two phases:

- **Phase 1:** identify, consider, and enable a prioritised selection of bilingual signs by the end of 2023.
- **Phase 2:** undertake a process to consider and, where appropriate, implement the rest of the signs from 2024.

We are underway with Phase 1 and planning to engage with you on that work in 2022.

An early and significant bilingual traffic sign opportunity

As part of the early work in Phase 1, Waka Kotahi identified an opportunity to implement a bilingual school sign ahead of the rest of the prioritised selection - a bilingual Kura school sign.

The proposed *Land Transport Rule: Setting of Speed Limits 2021* (proposed Speed Rule) will enable new school speed limits to be implemented from early 2022 and will require Road Controlling Authorities to set lower speed limits for 40 percent of their schools by 30 June 2024, and the remaining schools by 31 December 2029 (as currently proposed; this is subject to final decisions by the Minister). There are over 2,500 schools across Aotearoa New Zealand. Waka Kotahi estimates around 1,000 new school speed limit signs will be implemented on the roading network before July 2024, and another 3,000 before 2030, to

achieve these goals. This is a significant opportunity to see more te reo Māori on traffic signs across Aotearoa New Zealand within the next few years.

Aligning the timing of these changes helps to maximise the existing funding and implementation resources already set aside by Road Controlling Authorities for the new speed limit signs. If we sought to implement Kura School signs with the rest of Phase 1 later, any English-only school signs introduced in the meantime would most likely only be replaced with new bilingual versions when they were not fulfilling their transport function (e.g. vandalised, damaged, poor reflective sheeting). The life of traffic signs can vary significantly, with signs at the outer end of the spectrum operating for over 30 years, and so replacement of signs with bilingual versions would likely be some time away.

Progressing with bilingual school signs at the same time as the new school speed limits will provide significant exposure to all road users, especially tamariki, whānau and communities, to te reo Māori through traffic signs.

The commencement date of proposed changes to the TCD Rule set out in this overview is yet to be confirmed, however it is intended that they will come into effect at the same or a similar time to the proposed Speed Rule.

International experience with bilingual traffic signs – stay simple

International experience and outcomes with bilingual traffic signs are important to consider and Waka Kotahi undertook research to help inform our thinking regarding the proposed bilingual Kura School sign.³

Safety

There are perceptions bilingual signs impact road safety by:

- increasing time taken to read a sign and slowing reaction times
- increasing unconscious and conscious attention to signs
- decreasing following distances, increasing acceleration and affecting driving speed.

Waka Kotahi has been unable to find data supporting these perceptions. However, bilingual signs have not led to increased deaths and serious injuries (DSIs) where this has been measured (for example in Scotland and Wales). Much of the effect on driving performance seems to be the result of sign complexity, which can be mitigated through effective design (font, italics, position and colour), maintaining best practice font sizing, and by limiting the amount of information on each sign.

³ The research report is available on our website at <https://www.nzta.govt.nz/resources/research/notes/005/>.



Welsh Example

Bilingual traffic signs are deeply embedded in Wales. Advisory, regulatory and warning signs all feature both Welsh and English text. Supplementary or secondary signage is used in combination with signs that use icons and images.

Safety testing was conducted in Wales, and it was observed there could be an increase in reading comprehension time. This was counteracted by drivers slowing down when passing new bilingual signs. Following implementation, no evidence has been found that bilingual signs have increased road safety harm in Wales.

Aotearoa New Zealand follows international best practice in traffic sign design. Only the internationally recognised Transport Series fonts are used on traffic signs. These fonts are proven to be most legible for both daytime and night-time driving. Research has shown sign complexity and length have an impact on reading comprehension, contributing to a decrease in driver performance. Keeping terms/phrases as short and simple as possible, preferably less than four lines, can significantly lessen negative safety effects.

Sign-specific design elements are only part of what makes up an effective traffic sign. Key ergonomic principles necessary for safe, effective traffic signs are:

- familiarity
- compatibility
- standardisation.

When new or amended traffic signs are implemented, the familiarity and standardisation principles are temporarily breached. Pre-implementation communications and engagement assists by making initially new signs more familiar and less surprising to road users when seen for the first time. Small changes to an overall sign are unlikely to have a large negative effect, and communications ahead of the change helps mitigate this.



Irish Example

Bilingual text is used for *advisory signage* providing directional and tourist information, with Irish Gaelic (in italics) above English (in capitals) and equal font size.

The fonts themselves differ. The font used for Gaelic is used on other signs – not just traffic signs. *Advisory signs* giving directional information are differentiated for regional and national roads, as well as for motorways. *Regulatory* and *warning traffic signs* remain predominantly icon-based. Some *regulatory signs* are in English (e.g., the *stop sign*), while ‘yield’ or *give-way* signs may be in either English or Irish Gaelic only. If written language is used for a *warning sign*, this tends to be English.

WHAT CHANGES ARE PROPOSED?

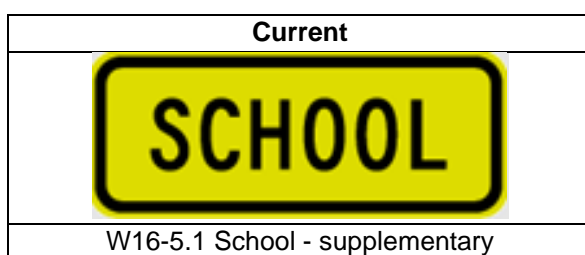
IMPORTANT NOTE

Any decision or changes made to the proposed 'Kura School' sign in Proposal 1 would also apply to the other signs (including Proposal 2 and Proposal 3) as those elements are being carried over.

Proposal 1: Making the “school” traffic sign bilingual

The current 'school' sign will be replaced with a bilingual 'kura school' sign. The te reo Māori translation of 'school', 'Kura', will be placed above the existing English word 'School'.

Under the TCD Rule, the 'school' sign is a supplementary sign. This is because it is only used in conjunction with other signs rather than being a standalone sign.



What are our design considerations for the Kura School sign?

Te Puni Kōkiri publish guidance for implementing bilingual signs.⁴ This guidance does not specifically address traffic signs, which must align with the requirements of the TCD Rule. The Te Puni Kōkiri guidance states three key elements of effective basic bilingual sign design:

- **Language equality** – Māori and English are treated equally
- **Language differentiation** – the eye can spot the difference between each language 'at a glance'
- **Navigation cues** – the eye can easily follow its chosen language without confusion and the navigation cues are consistent.

Waka Kotahi considered this guidance alongside the international research. The following design elements have formed the basis of our approach to the Kura School sign:

- Bilingual text must be differentiated (e.g. another typeface and/or colour)
- Te reo Māori should be placed in a prime position (e.g. above English text)
- Te reo Māori and English text font sizes should not differ, both must be easily read.

Font Type - *Italic* or **Bold**?



Waka Kotahi considered two font-type options to differentiate te reo Māori from English

- (1) *italic* font
- (2) **bold** font.

It is important to note the Te Puni Kōkiri guidance specifies general signage should avoid italics. However, when considered alongside the international research and specific

⁴ <https://www.tpk.govt.nz/en/whakamahia/te-reo-maori/tohureorua>.

requirements for traffic signs, an *italic* font for Kura may be the most appropriate way to differentiate the two languages.

Proposed Kura School supplementary sign	
Option in <i>Italics</i> (preferred option as discussed below)	Option in Bold
	
W16-5.1 Kura School – supplementary	W16-5.1 Kura School – supplementary

Proposed Rule reference: clause 2.2(4)⁵

International experience with these approaches

Waka Kotahi undertook specific research on whether international experience could inform which approach to recommend. This research focused on print media and computer screen text, as no research on traffic signs was identified. This research found small decreases among reader performance for both italic and bold fonts. When reading a book these decreases were immaterial, but when driving they may be compounded or significant when decisions are quick, with more serious consequences.

As the literature is inconclusive, established design principles for traffic signs should be relied on instead (e.g. ergonomic principles; familiarity, compatibility and standardisation).

The following table from the research details the pros and cons for both italic and bold.

⁵ The proposed Rule has been prepared on the basis of the preferred italic option discussed in the overview.

Table 1: Research findings regarding bold or italic

ITALIC	BOLD
<p>PRO</p> <ul style="list-style-type: none"> Does not compete with the critical safety message.⁶ <p>CONS</p> <ul style="list-style-type: none"> May give the impression the content of the italicised text is less important than the content of the standard text. Italicised text is perceived to be more difficult to read. An effect more pronounced for older and younger readers. However, there is no practical effect overall. 	<p>PRO</p> <ul style="list-style-type: none"> More clearly delineates bold/standard text 'at a glance' when compared to <i>italicised</i>/standard text. <p>CONS</p> <ul style="list-style-type: none"> Is likely to require signs to be larger to contain translated text, with implications particularly for more complex messages. Larger signs may pose a greater roadside hazard, for example, for pedestrians where the sign is located over the footpath. Evidence points to a small distraction effect as viewers are likely to start reading the bold text first.⁷

Relevance of fonts used on other traffic signs for italic or bold decision

The fonts used in the italic and bold versions of the school sign proposals above use the standard Transport Series of fonts used on traffic signs in Aotearoa New Zealand. The *italic* version uses Transport Series D (with a tilt to create the italic), and the **bold** version uses the only bold font available in the Transport series, Transport Modified Series E.

All destination and guide signs in Aotearoa New Zealand, such as the below example, use Transport Modified Series E. This font is the most legible for lower case lettering. Therefore, choosing the bold font option would result in no differentiation in fonts between te reo Māori and English when destination and guide signs are made bilingual.



Overall assessment of italic and bold options

The following table indicates how Waka Kotahi assessed the italic and bold approaches to differentiate the languages against key design considerations:

⁶ When it comes to bold typeface, there is evidence readers are likely to attend first to bold text before standard text, but fixation tends to occur for only fractions of a second—in the region of hundreds of milliseconds. Whether this is substantive does not appear to have been established.

⁷ See [6] above.

Table 2: Assessment of bold vs italic to differentiate te reo Māori

<u>Design consideration</u>	<u>ITALIC</u>	<u>BOLD</u>	<u>Comment</u>
Language equality	✓	✓	Bold has a higher prioritising effect for one language over the other. Use of italics may give the impression that te reo Māori is less important than English.
Language differentiation	✓ ✓	✓ ✓ ✓	Bold more clearly delineates 'at a glance'
Navigation cues	✓ ✓ ✓	✓	Viewers more likely to attend first to bold text than standard text
Bilingual text differentiated	✓ ✓ ✓	✓ ✓ ✓	Both equally effective

We acknowledge the Te Puni Kōkiri guidance recommends against the use of *italic* font and some initial feedback from our government partner agencies and te reo Māori entities suggests bold, rather than italic, may be a more appropriate way to differentiate te reo Māori from English. We also recognise our above assessment has not included any specific cultural criteria that may indicate a preference for either of the options.

However, based on our assessment of the matters in the table above, and the fact that bold Transport Modified Series E is already used for all destination and guide signs, the italic font is our preferred option for the Kura School sign. However, the balance between both options is a fine one and we value your feedback on the appropriateness of each option for the proposed sign.

Design elements we propose be retained for Kura School

The proposed Kura School sign maintains the following design elements of the current School sign:

- Background colour - We are not proposing any changes to the existing options of yellow or yellow-green.
- Border - We are proposing to alter the width of the border (black with rounded corners) of the 600mm width sign to 15mm (from 25mm) to align with the standard border dimension for these signs.
- Font – We are proposing to retain the Transport Series traffic signs fonts⁸ which are used in the current School for the Kura School sign for both languages. These fonts have been created and designed over many decades of international experience.

Proposed implementation

We propose aligning the introduction of the Kura School bilingual sign with the proposed Speed Rule changes to:

- maximise the existing funding and implementation resources already set aside by Road Controlling Authorities for new speed limit signs (see Proposal 2).
- fully realise the opportunity for significant exposure to all road users (e.g., tamariki, whānau, communities) of te reo Māori that the Kura School sign enables, and which

⁸ Note that the size and stroke widths are prescribed in the TCD Rule and this is equivalent to the Transport Series traffic signs fonts.

would not otherwise be achievable if introduced as part of Phase 1 of the programme of work.

Consultation questions

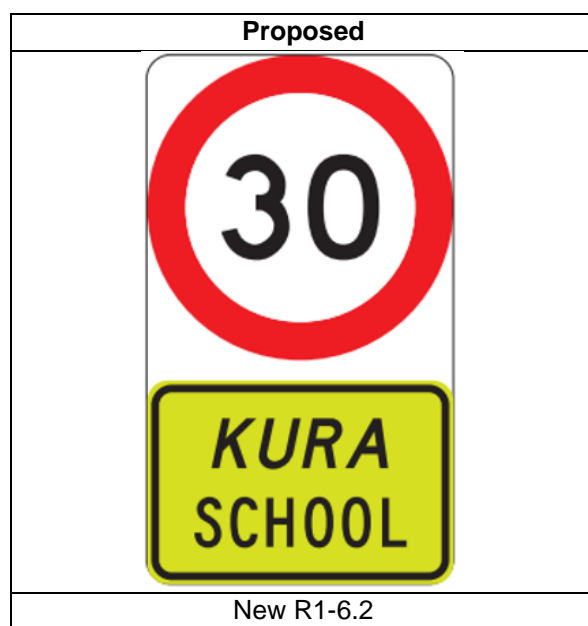
1. Do you have any feedback on the proposed design of the new Kura School traffic sign?
2. Do you have any feedback on the use of italics or bold to differentiate te reo Māori from English?
3. In your opinion, which of the two options (italic or bold) seems clearer to read and quicker to understand?
4. What benefits or impacts would these changes have on you or your organisation?
5. Do you support our proposed approach to align the timing of the Kura School sign with the proposed Speed Rule changes?

Proposal 2: New permanent school speed limit sign

A new permanent Kura School speed limit sign will be available for 30, 40 and 60 km/h speed limits.

Currently, the TCD Rule does not provide a permanent school speed limit sign, so a new sign needs to be created.

The new sign will not use the smaller 600mm minimum diameter available for a standard speed limit sign. To ensure the sign is prominent outside schools, it is proposed that the minimum diameter for this new school speed limit sign is 750mm. The 900mm option will be available for high-speed roads.



Proposed Rule reference: clause 2.2(9)

Consultation questions


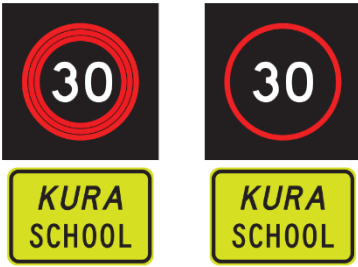
6. Do you have any feedback on the proposed design of the new permanent Kura School speed traffic sign?

Proposal 3: Changes to existing signs

Previous references to School Zone will be removed and Kura School added.

Replacement of existing signs



We propose incorporating the Kura School supplementary sign within current electronic variable speed limit signs used outside schools and removing School Zone. This sign (R1-6, as shown below) will only be available with the flashing roundel format variable speed limit sign:

Current	Proposed
	
R1-6	R1-6 (shown in 'on' and 'off' flashing mode)

Proposed Rule reference: clause 2.2(1)

The above proposal represents no substantive change in complexity as the current sign already featured two lines of text.



As shown below, the words 'School Zone' are also removed from the R1-6.1 sign and Kura School supplementary sign is added. This gives the static sign the same look and feel as the rest of the Kura School sign family (consistency of approach). Note that the proposed signs below will be included together on one backing board:

Current	Proposed
	
R1-6.1	R1-6.1

Proposed Rule reference: clause 2.2(2)

Including a te reo Māori translation of "School Days" is not part of this proposal. While we are aware of several translations that are possible and reasonable, more time is needed to engage and develop a proposal for this element of the sign (including possible design challenges). This will be considered in the prioritised selection of signs as part of Phase 1.





The Kura School legend (wording) will replace the words 'School Zone' in the Symbolic warning - active LED sign, again ensuring consistency across all signs for schools.

Current	Proposed
	
W19-2.1	W19-2.1

Proposed Rule reference: clause 2.2(7)

Use with other existing signs

The new Kura School supplementary sign will be used in conjunction with the following two warning signs for schools containing images of a pedestrian crossing or children (no change to the TCD Rule is required for these, but we are providing the images to indicate their usage for completeness):

 	 
W16-2 Non-motorised users Pedestrian Crossing	W16-4 Non-motorised users Children

Consultation questions




7. Do you have any feedback on the proposed removal of "School Zone" from existing traffic signs?
8. Do you have any feedback on the proposed changes to the two existing school variable speed limit signs?
9. Do you have any feedback on the Kura School supplementary plate being used in conjunction with the two pedestrian crossing and children warning signs used for schools?

Proposal 4: Removal of warning signs

Warning signs alerting road users to School Zone will be removed from the TCD Rule.

Incorporating the new Kura School supplementary sign for variable speed limit signs removes the term Zone from the original signs. 'Zone' is not defined in the TCD Rule, and the concept of a 'school zone' only applying to variable speed limits has caused confusion over the years. Using the new Kura School supplementary sign for school variable speed limits provides the opportunity to remove this confusion, together with the need for the following signs, reducing sign clutter on the network.

School Zone is also used on the '40 when children present' warning sign which was developed for Road Controlling Authorities (RCAs) that did not want to set a variable speed limit outside a school. The proposed Speed Rule will require RCAs to set lower speed limits outside all schools, removing the need for this sign. The sign has also only been available with '40', however the proposed Speed Rule requires 30km/h speed limit to align with the Safe System approach⁹ in relation to the protection of vulnerable road users.

		
Revoke W16-9.1	Revoke Rural R1-7	Revoke W16-9

Proposed Rule reference: clauses 2.2(6), 2.2(3), 2.2(5)

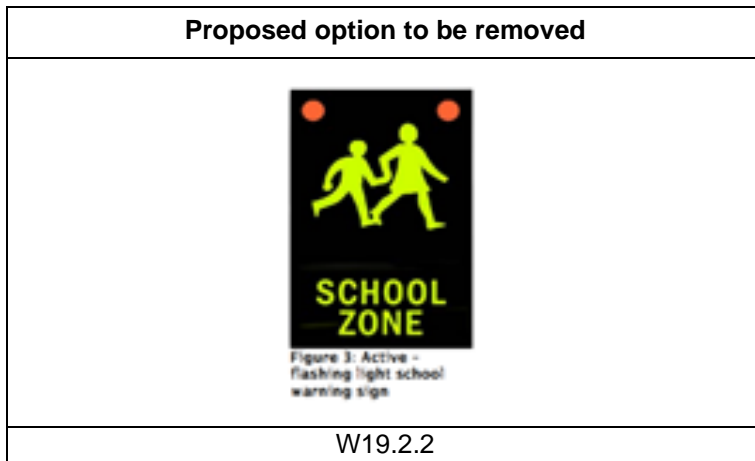
These signs will be removed from Schedule 1 of the TCD Rule but will continue to remain valid until such time as they are taken down. Once taken down, only a permitted Schedule 1 sign can be used. There will be an interim period where the speed limit is not required to have been changed, but new revoked signs will not be able to be implemented. For example, if the advisory sign is damaged and needs to be removed – a new sign will not be able to replace it even if the speed limit has not yet been changed for that area.

Remove school option for symbolic warning - active flashing light sign

The W19-2.2 sign with the legend (wording) Slow Down was originally provided as a low-cost option for rural cattle crossings. The School Zone option is the only yellow-green text option without the Slow Down wording. Unlike the W19-2.1 LED sign above, the words and symbol remain permanently displayed on W19-2.2 signs. However, this sign is less conspicuous than the standard W16-4 permanent school warning sign and was never intended to replace it. Rather than using the W19-2.2 in combination with the proposed R1-

⁹ The Safe System approach underpins Road to Zero, New Zealand's road safety strategy. The Safe System approach works on the principle that no-one should ever be killed or seriously injured on the roading network.

6.2 school permanent speed limit sign, we consider it to be more appropriate to use the R1-6 school variable speed limit sign.



Proposed Rule reference: clause 2.2(8)

The proposed Rule would see this option removed from Schedule 1 of the TCD Rule, but the sign would continue to be available for use alongside the remaining Slow Down options in the TCD Rule. The signs currently on the network would remain valid until such time as they are taken down. Once taken down, only a permitted Schedule 1 sign could be used.

Consultation questions

- 10. Do you have any feedback on the proposed removal of the three warning signs?
- 11. Do you have any feedback on the removal of the school zone option for the symbolic warning - active flashing light sign?

Proposal 5: Other changes

Other minor or consequential changes are proposed to the TCD Rule.

These changes to the TCD Rule are considered to be minor or consequential. Please refer to the draft *Land Transport Rule: Traffic Control Devices (Kura/School Signs) Amendment 2021* if you would like to understand more about these proposed changes.

Changes include:

- **Amendment to clause 8.4(5)(d)** of the TCD Rule (replace reference to “‘School’ supplementary sign”) (see clause 2.1(1) of the proposed Rule);
- **Amendments to R1-6 (School zone variable)** (see clause 2.2(1) of the proposed Rule), including changes to:
 - the heading of the item
 - the explanatory note explaining the circumstances in which the sign should be used
 - inserting a note to assist in understanding when the relevant sign can be used
 - first item relating to shape and size
 - heading “‘school zone’ supplementary sign”
 - second item relating to shape and size
 - column relating to description
 - column relating to size.
- **Amendments to W16-5.1 (School – supplementary)** (see clause 2.2(4) of the proposed Rule), including changes to:
 - heading of the item
 - the explanatory note explaining the circumstances in which the sign should be used
 - item relating to shape and size
 - item relating to border
 - column relating to description
 - column relating to colour
 - column relating to size

Consultation questions

12. Do you have any feedback on the other minor or consequential changes proposed for the TCD Rule?