

Submission on Omnibus Amendment 2013
Rules Team
NZ Transport Agency

BACKGROUND

Thank you for the opportunity to make a submission on the Omnibus Amendment 2013.

TRAFINZ (The New Zealand Traffic Institute Inc) represents a wide grouping of NZ local authorities, covering the majority of the New Zealand population. Its membership includes regional councils, the major metropolitan cities and smaller provincial authorities as well as private sector and non-local government members.

TRAFINZ' Executive is comprised of elected councillors and officers, drawn from a cross section of the membership, together with senior personnel representing its key government partners and supported by a number of senior technical staff from transport consultancies that volunteer their services pro bono.

The Institute's primary focus is on sustainable transportation planning, traffic management and road safety. It provides specialist advice to member authorities on traffic and safety issues by drawing from the depth of expertise available through its members. It also acts as a conduit for local authorities to respond to the NZ Government on new transport policies and legislation.

TRAFINZ' VIEW

This submission has resulted from circulation of the draft rule and consideration of comments of members by the TRAFINZ Executive.

Trafinz is in general support of the rule changes proposed but has some comments regarding their implementation.

- **School Patrol signs**

The proposal is:

6.1(1) This section amends *Land Transport Rule: Traffic Control Devices 2004*.

6.1(2) In *clause 4.5(1)(a)*, replace “12.5(4) and 12.6(4)” with “12.5(6)”.

6.1(3) In *clause 4.5(2)(b)*, replace “except as provided in 8.2(10)(b)” with:

- “except for:
- “(i) a school patrol stop sign;
- “(ii) the traffic control device required in 8.2(10)”.
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Comment:

The added flexibility given in the proposal is welcomed but it should be noted that there will be a need to review the guidance given to Road Controlling Authorities regarding school patrol layout.

Traffic note 29, while referring to kea crossings, has the position specification for the swing out sign standpipes (300mm from Kerb). This specification is also used for standpipes at zebra school patrols. If the TCD rule is changed to allow swing out signs to be mounted to the black& white pole, then the TCD rule specifies in 8.2(9) that the black & white pole must be" within 2m of the edge of the crossing". This is a concern as this rule change will cause a situation of significant variation in school patrol design. The potential difference of 300mm and 2m is significant in regard to sign visibility.

- **School Bus**

The proposal is:

6.2(1) In *Part 2 Definitions*, replace the definition of ‘school bus’ with:

- **“school bus–**
- “(a) means a bus that is being used, whether or not for hire or reward,:
 - “(i) for transporting school children to or from school with or without their teachers; or
 - “(ii) principally for transporting school children to or from a school function; but

“(b) does not include a bus that:

- “(i) is being used principally for transporting school children to or from a school function; and
- “(ii) is carrying no more passengers than the seated capacity specified in the bus’s certificate of loading; and
- “(iii) is not displaying a ‘School bus’ sign.”.

Comment:

The extension of the definition to cover present practice is welcomed.

We have been alerted to an issue where a school bus is being used for trips-other than transporting children to /from home-and maybe parked for a long period of time. Members have experience of "school buses" being parked for long periods, displaying signage requiring motorists to slow to 20km/hr, when the bus parking is not related to any immediate child boarding or leaving activity. We would encourage NZTA considering a Rule to address this undesirable practice.

CONCLUSION

TRAFINZ appreciates the opportunity to make this submission and are able to provide further clarification if required.

For more information please contact:

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