40 km/h School Precinct Speed Limits

Operational Instruction 4.13

July 2026

Government of South Australia
Department for Infrastructure and Transport

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Version	Date changed	Nature of amendment
1	30 September 2025	Original issue
2	15 July 2026	Background section amended to reflect current rollout of signs on arterial roads; additional detail on the use of 25 km/h school zones vs 40 km/h school precincts to reflect the guidance on 25 km/h school zones from the *Speed Limit Guideline for South Australia*; new Section 3.3 for lengths of zones and treatment of adjacent sections of road; new Section 3.4 for treatment of 80 km/h zones; sites adjacent koala crossings amended; additional guidance on use of ESLS added

Approvals record

Approver	Position	Date	Signature
Stephen Pascale	Manager, Traffic Services	15 July 2026	Digital Approval 60324

We acknowledge the Traditional Custodians of the Country throughout South Australia and recognise their continuing connection to land and waters.

We pay our respects to the diversity of cultures, significance of contributions and to Elders past, present and emerging.

Contents

1 Introduction

This document provides guidance on the use of time-based 40 km/h speed limits at school precincts (referred to as 40 km/h school precinct speed limits) on a road to provide a safer environment for school children. A school precinct is typically identified by the presence of a concentration of roadside pedestrian activity generated during school times or by the presence of a pedestrian activated crossing catering for the pedestrian activity generated by a nearby school. A 40 km/h school precinct speed limit is used on roads which are not suitable for the installation of a 25 km/h school zone (25 km/h When Children Present).

The traffic control devices in this Operational Instruction are speed limit signs and therefore require the separate approval of the Department for Infrastructure and Transport (the Department's) Manager, Traffic Services for each location prior to installation.

This document shall be read in conjunction with Australian Standard *AS 1742.4 Manual of Uniform Traffic Control Devices (MUTCD) Part 4: Speed Controls*, Australian Standard *AS 5156 Electronic speed limit signs* and the Department's *Speed Limit Guideline for South Australia*.

> **NOTE:** The 40 km/h school precinct speed limits are a linear speed limit which operates at certain times under the *Australian Road Rules* (ARR) Rule 21, Rule 317 and Rule 318. They differ from the 25 km/h school zones which operate when a child is present within the zone and apply to a network of roads under ARR Rule 23 and Regulation 7 of the *Road Traffic (Road Rules – Ancillary and Miscellaneous Provisions) Regulations 2014*. For further details on 25 km/h school zones, refer to the Department's *Speed Limit Guideline for South Australia*.

For children's crossings (emu and koala crossings), or use of additional warning signs at Pedestrian Activated Crossings (PACs) refer to Australian Standard *AS 1742.10 MUTCD Part 10: Pedestrian control and protection* and the Department's *Supplement to AS 1742.10*.

This Operational Instruction is an interim document until its contents are incorporated into a future update of the *Speed Limit Guideline for South Australia*.

2 Background

In South Australia, 25 km/h school zones are used on local streets, low volume collector or low volume arterial roads to provide a safe environment for the pedestrian activity associated with a school. These operate as "25 km/h when children present" and rely on a driver being able to detect the presence of a child within the zone. On high-volume, multi-lane and arterial roads, priority crossing movements for school children are often catered for through the provision of pedestrian actuated crossings (PACs) or crossings at signalised intersections, and lower speed limits have not previously been applied to these types of crossings.

Despite PACs providing a greater level of safety than unsignalised crossings, they come with an inherent level of residual risk. Due to the speed limit being generally 50 km/h or higher, and the risk of red light running, there exists a risk of high severity outcomes from collisions between motor vehicles and pedestrians at these locations. PACs servicing schools represent a heightened level of risk, due to both

the increase in pedestrian volumes and the reduced experience/situational awareness of school students who use the crossings.

Prior to the introduction of this Operational Instruction, South Australia was the only jurisdiction that did not have blanket lower speed limit at schools on all arterial roads. 40 km/h school precinct speed limits were successfully trialled at Frederick Road, Seaton and Flaxmill Road, Morphett Vale. Results from before and after analysis were positive, with reductions in mean speeds.

The 40 km/h school precinct speed limits give motorists more time to stop in an unexpected situation and provides improved safety at the crossing compared to other treatments used to enhance conspicuity of the crossing alone (as demonstrated by comparative Safe System assessments and Star Rating for Schools assessments of treatments).

40 km/h school precinct speed limits are being rolled out on arterial roads with a current speed limit of 50 km/h or higher where:

- A PAC or signalised intersection is located on a road adjacent to the school frontage and student access gates to the school, or
- A school has frontage and access gates used for student access on the arterial road, or
- A PAC predominantly catering for use by school children is on the arterial road near the school.

40 km/h school precinct speed limits may also be applied on Council roads, with approval of the Manager, Traffic Services.

3 Criteria for use

40 km/h school precinct speed limits improve road safety during school arrival and departure times, particularly when used at locations where there is a nearby school frontage and associated school related pedestrian activity, such as at a pedestrian actuated crossing. They are primarily for use on arterial roads with pre-existing speed limits of 50 km/h or above, as opposed to 25 km/h school zones which are generally applied to local roads.

They may be installed at school locations on the types of roads identified in Section 3.1, at locations where school related pedestrian activity occurs, as detailed in Section 3.2. These criteria ensure that the use of 40 km/h school precinct speed limits is consistent statewide.

3.1 Type of road

The 40 km/h school precinct speed limit is intended to be installed on roads near or adjacent to schools where, due to the speed, volume, road cross-section, number of lanes or type of crossing facility present, a 25 km/h school zone is not suitable. Table 3.1 provides guidance on the preferred treatments for different scenarios.

Refer to the *Speed Limit Guideline for South Australia* for detailed guidance and criteria for use of school zones (25 km/h when children present).

Table 3.1 – Selection of school speed limit based on road and crossing type

Road type	Crossing type[1]	School zone 25 km/h When children present	School precinct 40 km/h School days, time based
Local road	No priority crossing	Y	N
Local road, or Collector road, AADT[6] < 10,000, two lane two way	Emu[2]	Y	N
Local road, or Collector road, AADT[6] < 10,000, two lane two way	Zebra or wombat[3]	Y[4]	N[4]
Local road, or Collector road, AADT[6] < 10,000, two lane two way	PAC or signalised intersection	N[5]	Y
Collector road, AADT[6] < 10,000, two lane two way	No priority crossing	Y	Y[7]
Collector road, multi-lane	PAC, signalised intersection or no priority crossing	N[8]	Y
Collector road, AADT > 10,000, two lane two way	PAC, signalised intersection or no priority crossing	N[6]	Y
Arterial road, AADT[6] < 10,000, two lane two way	No priority crossing[9]	Y[9]	Y
Arterial road, AADT[6] < 10,000, two lane two way	Emu[2]	Y	N
Arterial road, AADT[6] < 10,000, two lane two way	Zebra or wombat[3]	Y[4]	N[4]
Arterial road, AADT > 10,000, two lane two way	PAC, signalised intersection or no priority crossing	N[6]	Y
Arterial road, multi-lane	PAC, signalised intersection or no priority crossing	N[8]	Y
Speed limit > 60 km/h	PAC, signalised intersection or no priority crossing[10]	N	Y[10]
Any	Koala crossing	N[11]	N[12]

NOTES:

1. Refer to *Speed Limit Guideline for South Australia* - Appendix C5 for crossing types permitted in school zones
2. Refer to *DIT Supplement to AS 1742.10* - Section 7 for details of emu crossings
3. Refer to *DIT Supplement to AS 1742.10* - Section 5 for wombat and zebra crossings
4. Refer to *Speed Limit Guideline for South Australia* - Appendix C5 for crossing types permitted in school zones and considerations for school zones vs full time 40 km/h speed limits at wombat crossings
5. See Appendix A of this document in relation to special consideration of PACs within school zones on local roads
6. Refer to *Speed Limit Guideline for South Australia* - Appendix C4 for inappropriate locations for school zones, in relation to road function and traffic volume
7. A 40 km/h school precinct may be appropriate if the adjoining arterial road is treated with a 40 km/h school precinct in order to provide consistent speed limits at one location, or if there are other schools along the road treated with the 40 km/h school precinct to provide consistent treatments along the road.
8. Refer to *Speed Limit Guideline for South Australia* - Appendix C4 for inappropriate locations for school zones, in relation to multi-lane roads
9. Refer to *Speed Limit Guideline for South Australia* - Appendix C4 for inappropriate locations for school zones, in relation to road function and traffic volume and ability to safely cross the road.
10. See Section 3.4 of this document in relation to the treatment of high speed roads.
11. Refer to *Speed Limit Guideline for South Australia* - Appendix C3 and *DIT Supplement to AS 1742.10* – Appendix C3.1 for separation between koala crossings and school zones on the same road.
12. See Section 3.3 of this document for koala crossings adjacent to 40 km/h school precincts

3.2 Location of school related pedestrian activity

40 km/h school precinct speed limits may be installed on roads identified in Table 3.1, where:

- A PAC or signalised intersection is located on a road adjacent to the school frontage and student access gates to the school, or
- A school has frontage and access gates used for student access on the high volume road, arterial road or multi-lane road, or
- A PAC predominantly catering for use by school children is on the road near the school.

The 40 km/h school precinct should be located 100 m to 150 m either side of the school gate or main crossing point, and capture the extent of concentrated school related pedestrian activity and movements of school children crossing the road.

School related pedestrian activity may consist of:

- Picking up and dropping off of school children on kerbside,
- School children entering and/or exiting school property,
- Movements of school children adjacent to the road or crossing the road, or
- Bus stops servicing school children.

For the purposes of this document, movements of school children crossing the road may be at locations which are:

- Informal,
- Formalised without traffic signals,
- Pedestrian actuated crossings (PAC), or
- Signalised intersections with a pedestrian crossing.

3.3 Length of zone and adjacent speed limits

Installation of a 40 km/h school precinct speed limit shall consider the following in order to minimise the number of speed limit changes within a short section of road:

- The desirable **minimum length** of the 40 km/h school precinct is 200 m, centred around the school gate or main crossing point. It should capture the extent of concentrated school related pedestrian activity and movements of school children crossing the road. The minimum length may vary depending on factors such as side roads, driveways and roadside furniture or vegetation which may impact available sign locations. At safety camera sites, additional signs are required (see Figure 4.2) and therefore the desirable minimum length of the zone is 300 m.
- Where there are two locations along a section of road requiring a 40 km/h school precinct speed limit, **separate zones** should be provided if the distance between these zones is greater than 200 m.
- **Multiple changes in speed limits** within a short distance should be avoided. If a speed limit transition (e.g. 60 km/h to 50 km/h) is located within 300 m of the start of the 40 km/h school precinct, the location of that speed limit transition should be reviewed and, if practicable, the lower speed limit extended to minimise the number of speed limit changes within a short section of road.
- At locations where the school is adjacent to a **high pedestrian precinct with a full time 40 km/h speed limit**, the full time 40 km/h limit should be extended to include the school precinct, and the part time 40 km/h school precinct should not be installed. The Signals / School warning (W3-3-2 / W8-14) sign combination may be used in advance of a school PAC at this location to provide additional warning of the presence of the school.
- At locations where the school is adjacent to a **full time 40 km/h speed limit at a wombat crossing**, the full time 40 km/h limit should be extended to include the school precinct, and the part time 40 km/h school precinct should not be installed. The Signals / School warning (W3-3-2 / W8-14) sign combination may be used in advance of a school PAC at this location to provide additional warning of the presence of the school.
- To avoid driver confusion and a proliferation of signs and different speed limits with different operating conditions on the same road, 40 km/h school precinct speed limits shall not be used directly adjacent to a **25 km/h (when children present) school zone**. In some situations (see Appendix A), an existing school zone may be extended to encompass an existing school PAC.

  Refer to the *Speed Limit Guideline for South Australia* for guidance and criteria for use of school zones (25 km/h when children present). See Appendix A of this document in relation to special consideration of PACs within school zones on local roads.
- At locations where a **koala crossing (25 km/h when lights flashing)** is near a school PAC or signalised intersection, signs indicating two different part-time speed zones with different operating conditions in close proximity may be confusing to drivers. Vehicle speeds on the sections of road immediately beyond the extent of the 25 km/h speed limit are likely to be in the order of 40 km/h during the peak times when the koala crossing is operating. In this situation, further part time speed limits may be of limited benefit and potentially create confusion for drivers. The Signals / School warning (W3-3-2 / W8-14) sign combination may be used in advance of a school PAC at this location to provide additional warning of the presence of the school.

  Where there is more than 350 m between a school PAC or signalised intersection and the 25 km/h zone for the koala crossing, **separate zones** should be provided (the minimum distance between

these zones should be greater than 200 m). Where there is 350 m or less between a school PAC or signalised intersection and the 25 km/h zone for the koala crossing, the 40 km/h school precinct may abut the 25 km/h zone for the koala crossing (see Figure 4.4).

> **NOTE:** The 25 km/h speed limit associated with the operation of a koala crossing is an integral part of that crossing type, not a standalone speed limit. The "Children Crossing 25 km/h When Lights Flashing" sign (referred to as the children's crossing sign in the *Australian Road Rules* (ARR) Rule 80) is the regulatory sign for a koala crossing which, in conjunction with the yellow flashing lights, indicates when the crossing is in operation and requires drivers to obey the rules associated with this crossing type. This type of 25 km/h speed limit cannot be extended along the road to incorporate other types of crossings.

For details of koala crossings, refer to the DIT *Supplement to AS 1742.10*.

3.4 Treatment of high speed roads

3.4.1 Rural roads

Roads with speed limits of 80 km/h or greater in rural areas typically have low levels of roadside residential development and pedestrian activity, and little or no pedestrian infrastructure such as footpaths or crossings. Where schools are located on these roads, children are more likely to travel to school by car or bus. All school related pedestrian activity should occur on the school side of the road to avoid the need for crossing movements. On rural 80 km/h roads, a 60 km/h school precinct may be considered where:

- A school has frontage and pedestrian access gates used for student access located on this road, and
- concentrated school related pedestrian activity occurs next to the road, supported by formal treatments (e.g. parking controls, bus stops).

The 60 km/h school precinct speed limit is primarily used to provide safer vehicular access to the school. The presence of treatments such as provision of formal parking provisions assists in defining the location and extent of the concentrated school related pedestrian activity when determining where to locate the lower speed limit.

Where the above criteria is not met but there is occasional school related pedestrian activity next to the road and the presence of the school is not obvious to drivers, the Children (W6-3) warning sign may be installed with the School (W8-14) supplementary plate to provide a general warning to drivers to watch for the presence of children.

3.4.2 Urban roads

In metropolitan areas, roads with a speed limit of 80 km/h typically serve as major freight and commuter corridors with minimal direct access to the road. However, there may be large residential developments located on either side of the corridor, with signalised intersections providing crossing facilities for pedestrians. PACs are not typically installed on roads with a speed limit of 80 km/h (refer *DIT Supplement to AS 1742.10* for further details on the limitations on installation for PACs).

On metropolitan 80 km/h roads, a 60 km/h school precinct may be considered where:

- A school has frontage on this road, and
- Signalised intersection catering for school related pedestrian crossing activity is located on this road adjacent to the school.

At these locations, the other school related pedestrian activities such as drop off and pick up, and concentrations of pedestrians around the school gates usually occur on side roads and not adjacent the main road. Any pedestrian facilities on urban 80 km/h roads such as footpaths or shared paths, are typically located with a high degree of separation from vehicle movements. In addition, signalised intersections on 80 km/h roads include safety measures such as a longer yellow phase, larger (300 mm) lanterns, and the use of mast arms ensures signals are clearly visible to approaching traffic. The installation of a 60 km/h school precinct will further support safe crossing movements at the signalised intersection and highlight the presence of the school.

On these roads, the 60 Ahead Times of Operation (G9-SA151B) signs shall be duplicated. Distance ‘A’ for locating these signs as shown on the figures in Section 4 shall be in accordance with AS 1742.2 Appendix D (typically 100 m, depending on site conditions). R4-SA110 repeater signs shall be B size.

4 Typical sign arrangement

Figures 4.1 and 4.2 shows the typical sign arrangement for the 40 km/h school speed limit at school PAC sites on arterial or high-volume roads. Figure 4.1 may also be applied at appropriate sites where there is no PAC installed. In this situation, the signs should be centred around the main pedestrian desire line or access to the school.

Figure 4.3 shows the typical sign arrangement for the 40 km/h school precinct speed limit where there is no PAC and the crossing activity occurs at the adjacent signalised intersection.

Figure 4.4 shows the typical sign arrangement where a 40 km/h school precinct speed limit abuts the "25 km/h when lights flashing" (R3-SA56) koala crossing speed limit. Note that the R3-SA56 sign for a koala crossing is the regulatory sign for the crossing and this 25 km/h zone cannot be extended beyond the extents indicated for a koala crossing in the Department's *Supplement to AS 1742.10*.

NOTE: The 40 km/h school precinct speed limits are a linear speed limit which operates at certain times under the *Australian Road Rules* (ARR) Rule 21, Rule 317 and Rule 318. In addition, ARR Rule 342 states:

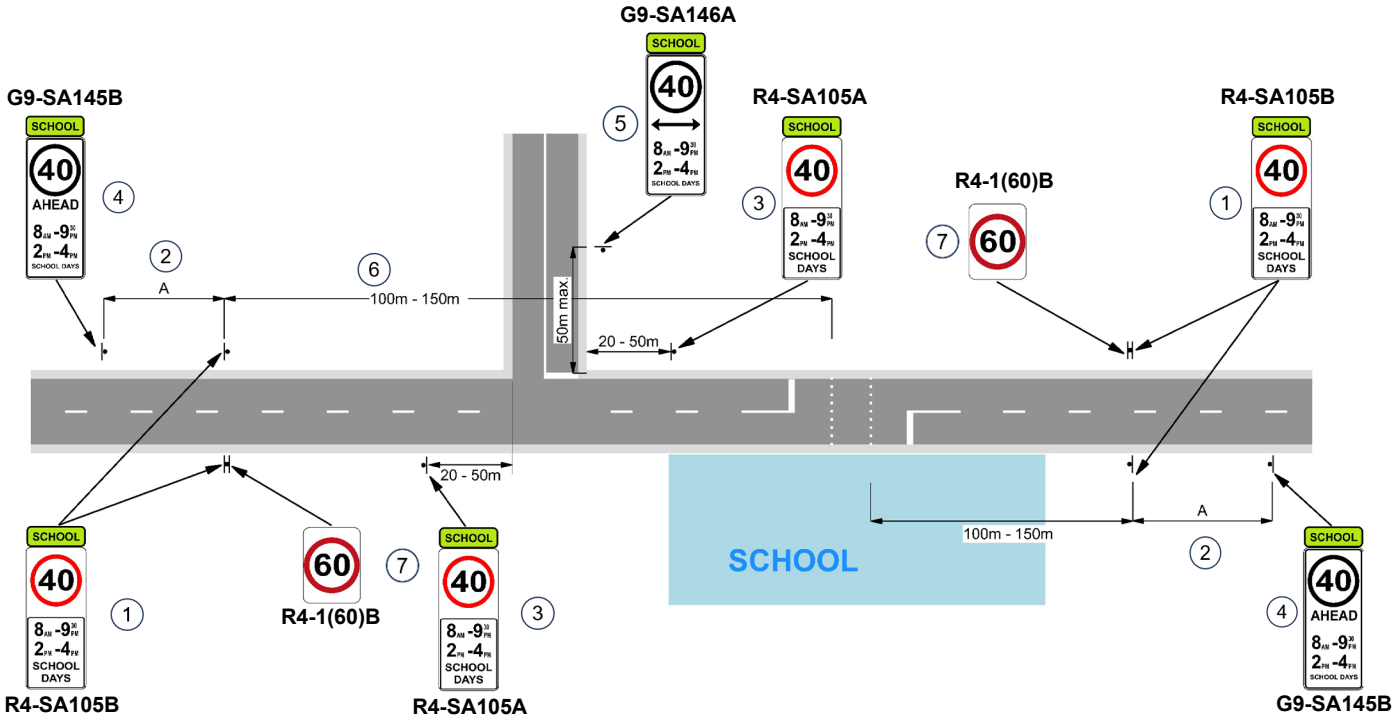
> **Rule 342 -Traffic signs (except parking control signs) applying to a length of road**
>
> (1) A traffic sign (except a parking control sign) that applies to a length of road and to drivers applies to a driver driving on the length of road if the driver is driving in the same direction as a driver on the road who faces the sign before passing it.
>
> (2) A traffic sign that applies to a length of road and to pedestrians applies to a pedestrian travelling on the length of road if the pedestrian is travelling in the same direction as a pedestrian on the road who faces the sign before passing it.
>
> (3) The traffic sign applies to the driver or pedestrian even though the driver or pedestrian does not pass the sign.
>
> **Example -**
>
> If a driver turns from a side road or private land onto a length of road to which a traffic sign applies, the traffic sign applies to the driver even though the driver does not pass the sign.

Repeater signs are recommended to be installed after each side road within the zone, however, where this is impractical, the speed limit will still apply to the driver entering the main road under Rule 342.

The 40 (bidirectional arrow) Times of Operation (G9-SA146) sign or the 40 (unidirectional arrow) Times of Operation (G9-SA147) sign shall be installed on all side roads within the zone to advise drivers of the speed limit which applies on the main road.

Where the 60 km/h school precinct (in accordance with Section 3.4) is used, the 60 km/h variants of these signs shall be used. The 60 Ahead Times of Operation (G9-SA151B) signs shall be duplicated. Distance 'A' for locating these signs shall be in accordance with AS 1742.2 Appendix D (typically 100 m, depending on site conditions). R4-SA110 repeater signs shall be B size.

Figure 4.1 Signing for a 40 km/h school precinct speed limit at PAC or main pedestrian access



Not to scale.

Notes:

1 The start of the 40 km/h speed limit should commence 100 m to 150 m in advance of the crossing, depending on site factors such as side roads, driveways, roadside infrastructure.

2 For locating the 40 Ahead Times of Operation (G9-SA145) sign, distance A shall be in accordance with *AS 1742.2* Appendix D (typically 60 m to 80 m, depending on site conditions).

3 Repeater signs should be located 20 to 50 m after any side streets within the 40 km/h zone. Repeater signs may be A size.

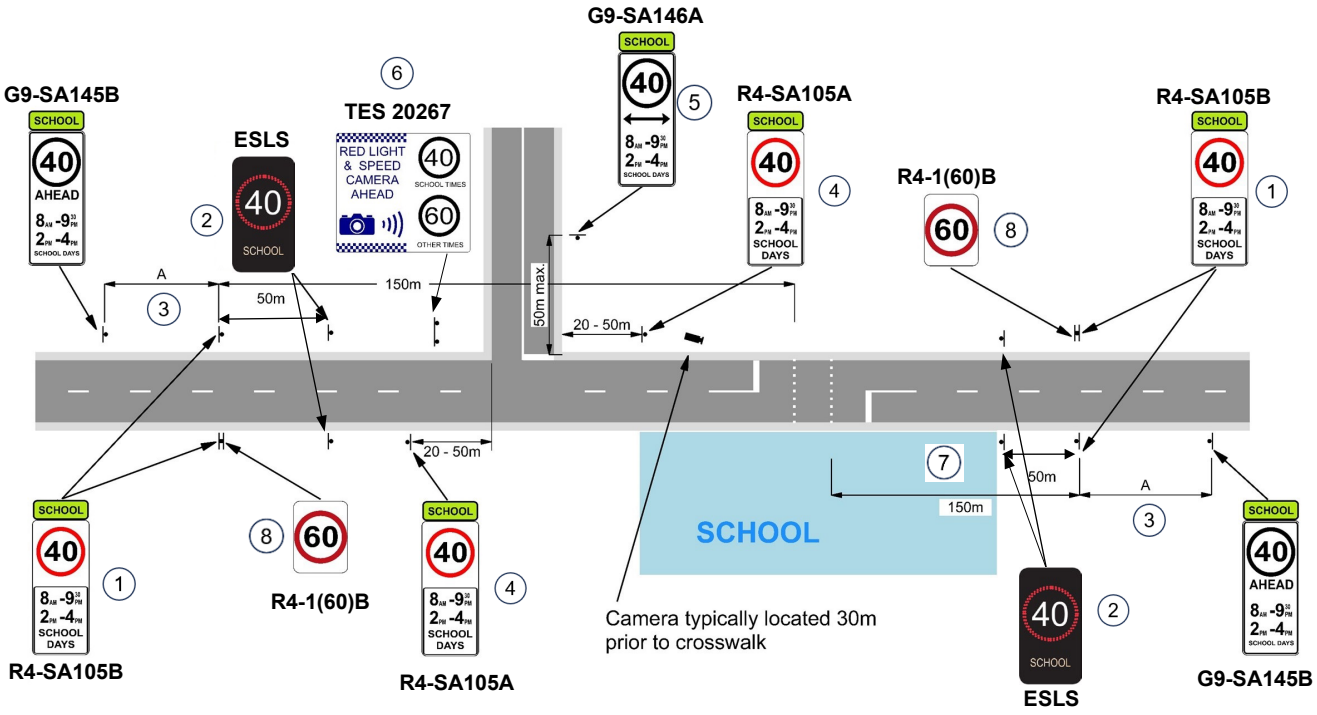
4 40 Ahead Times of Operation (G9-SA145) sign may be omitted on two-lane two-way roads where the prevailing speed limit is 50 km/h, or where a geometric feature which lowers the approach speed is present e.g. curves, roundabout. They shall be installed on multi-lane roads.

5 40 (bidirectional arrow) Times of Operation (G9-SA146) sign or 40 (unidirectional) Times of Operation (G9-SA147) on the side road shall be provided at all side streets within the 40 km/h school precinct speed limit. See section 5 Sign Details for the use of G9-SA146 & G9-SA147 and the locations where they may be omitted.

6 At sites where the Signals / School warning (W3-3-2 / W8-14) sign combination has been installed, these signs should be removed as the speed limit signs and advance warning should provide sufficient cues to drivers to alert them to the presence of the school and crossing. This combination may be retained where it meets the requirements for the use of the W3-3-2 sign in accordance with *AS 1742.10* and the DIT *Supplement to AS 1742.10*. Separation of signs (0.6 x V) in accordance with *AS 1742.2* Appendix D should be maintained.

7 An R4-1 sign indicating the prevailing speed limit shall be installed at the end of the 40 km/h school precinct limit. This sign should be duplicated on multi-lane and divided roads.

Figure 4.2 Signing for a 40 km/h school precinct speed limit at PAC with a red light & speed camera



Not to scale.

Notes:

1 The start of the 40 km/h speed limit should commence approximately 150 m in advance of the crossing, to allow sufficient spacing for the Red Light and Speed Camera Ahead (TES 20267) sign to be located. This may be adjusted depending on site factors such as side roads, driveways, roadside infrastructure.

2 ESLS sign should be located approximately 50 m after the first R4-SA105 sign. It may be duplicated depending on site conditions. ESLS sign shall display 40 and "SCHOOL" during times of operation and blank at other times. Where a 40 km/h school precinct extends across multiple PACs or crossing points, the ESLS is located approximately 50 m after the first R4-SA105 sign for the zone, to function as a repeater sign at the start of the zone for the traffic approaching at higher speed. An additional ESLS may be installed on approach to the PAC or crossing point within long zones to reinforce the speed limit.

3 For locating the 40 Ahead Times of Operation (G9-SA145) sign, distance A shall be in accordance with *AS 1742.2* Appendix D (typically 60 m to 80 m, depending on site conditions). The 40 Ahead Times of Operation (G9-SA145) sign may be omitted on two-lane two-way roads where the prevailing speed limit is 50 km/h or where a geometric feature which lowers the approach speed is present e.g. curves, roundabout. They shall be installed on multi-lane roads.

4 Repeater signs should be located 20 to 50 m after any side streets within the 40 km/h zone. Repeater signs may be A size.

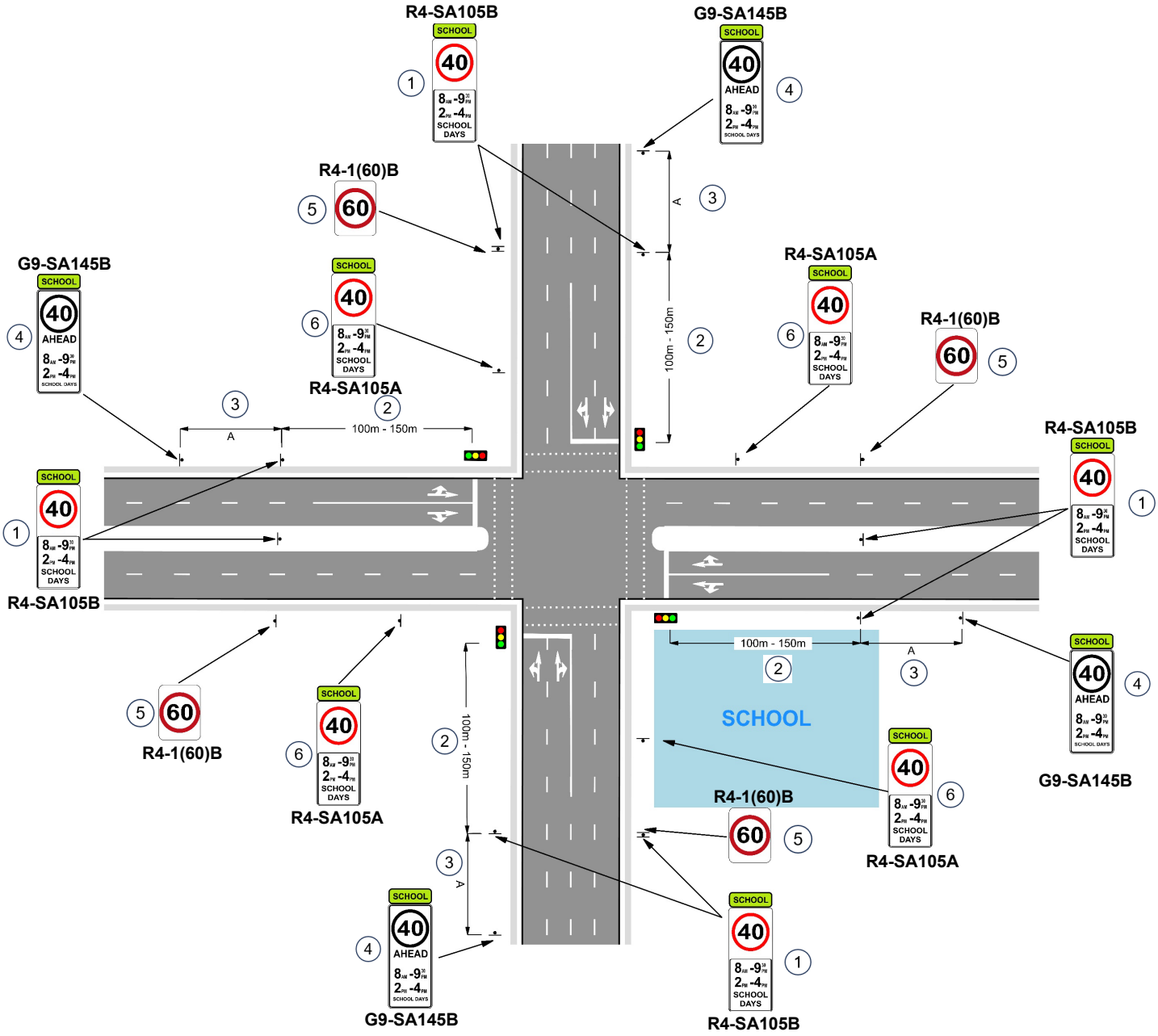
5 40 (bidirectional arrow) Times of Operation (G9-SA146) sign or 40 (unidirectional) Times of Operation (G9-SA147) on the side road shall be provided at all side streets within the 40 km/h school precinct speed limit. See section 5 Sign Details for the use of G9-SA146 & G9-SA147, and the locations where they may be omitted.

6 The Red Light and Speed Camera Ahead (TES 20267) sign should be located approximately 50 m in advance of the camera or 60 m to 80 m in advance of the stop line, depending on site conditions. TES 20267 sign shall be provided on both approaches for bi-directional cameras. Minimum separation of signs (0.6 x V) in accordance with *AS 1742.2* Appendix D should be maintained, in which case they should be located approximately 80 m in advance of the crosswalk.

7 At sites where the Signals / School warning (W3-3-2 / W8-14) sign combination has been installed, these signs should be removed as the speed limit signs and advance warning should provide sufficient cues to drivers to alert them to the presence of the school and crossing. This combination may be retained where it meets the requirements for the use of the W3-3-2 sign in accordance with *AS 1742.10* and the DIT *Supplement to AS 1742.10*. Separation of signs (0.6 x V) in accordance with *AS 1742.2* Appendix D should be maintained.

8 An R4-1 sign indicating the prevailing speed limit shall be installed at the end of the 40 km/h school precinct limit. This sign should be duplicated on multi-lane and divided roads.

Figure 4.3 Signing for a 40 km/h school precinct speed limit at signalised intersections



Not to scale.

Notes:

1 The start of the 40 km/h speed limit should commence 100 m to 150 m in advance of the intersection, depending on site factors such as side roads, driveways, roadside infrastructure, location of the main pedestrian access point to the school.

2 At intersections with red light and speed cameras, the start of the 40 km/h speed limit should commence approximately 150 m in advance of the intersection, to allow sufficient space for the Red Light and Speed Camera Ahead (TES 20267) sign and the ESLS repeater sign. TES 20267 should be located approximately 50 m in advance of the camera or 60 m to 80 m in advance of the stop line, depending on site conditions. ESLS should be located approximately 50 m after the first R4-SA105 sign. Minimum separation of signs (0.6 x V) in accordance with *AS 1742.2* Appendix D should be maintained.

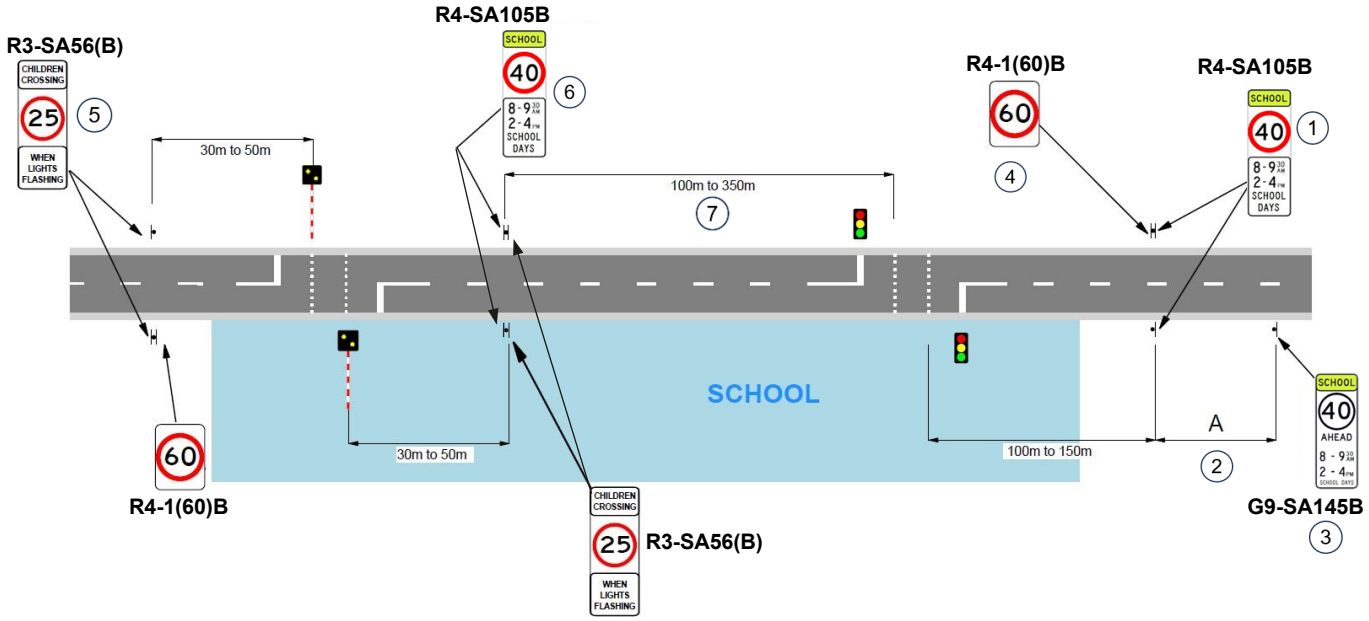
3 For locating the 40 Ahead Times of Operation (G9-SA145) sign, distance A shall be in accordance with *AS 1742.2* Appendix D (typically 60 m to 80 m, depending on site conditions).

4 40 Ahead Times of Operation (G9-SA145) sign may be omitted on two-lane two-way roads where the prevailing speed limit is 50 km/h or where a geometric feature which lowers the approach speed is present e.g. curves, roundabout. They shall be installed on multi-lane roads.

5 An R4-1 sign indicating the prevailing speed limit shall be installed at the end of the 40 km/h school precinct limit. This sign should be duplicated on multi-lane and divided roads.

6 Repeater signs should be located 20 to 50 m after any intersection within the 40 km/h zone. Repeater signs may be A size.

Figure 4.4 Signing for a 40 km/h school precinct speed limit adjacent to a koala crossing



Not to scale.

Notes:

1 The start of the 40 km/h speed limit should commence 100 m to 150 m in advance of the crossing, depending on site factors such as side roads, driveways, roadside infrastructure, location of the main pedestrian access point to the school.

2 For locating the 40 Ahead Times of Operation (G9-SA145) sign, distance A shall be in accordance with *AS 1742.2* Appendix D (typically 60 m to 80 m, depending on site conditions).

3 40 Ahead Times of Operation (G9-SA145) sign may be omitted on two-lane two-way roads where the prevailing speed limit is 50 km/h or where a geometric feature which lowers the approach speed is present e.g. curves, roundabout. They shall be installed on multi-lane roads or where the prevailing speed limit is 60 km/h. It shall be omitted from the approach with the koala crossing.

4 An R4-1 sign indicating the prevailing speed limit shall be installed at the end of the 40 km/h school precinct limit. This sign should be duplicated on multi-lane and divided roads.

5 For koala crossings, refer to the Department's *Supplement to AS 1742.10*.

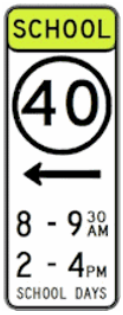
6 The R4-1 sign at the end of the 25 km/h for the koala crossing shall be removed and replaced with duplicated R4-SA105B signs, unless separation of 200 m between the two zones can be achieved.

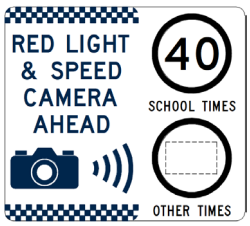
7 Where there is more than 350 m between a school PAC or signalised intersection and the 25 km/h zone for the koala crossing, separate zones should be provided (the minimum distance between these zones should be 200 m). Where there is less than 100 m between a school PAC or signalised intersection and the 25 km/h zone for the koala crossing, the 40 km/h school precinct may be omitted. The Signals / School warning (W3-3-2 / W8-14) sign combination may be used in advance of a school PAC at this location to provide additional warning of the presence of the school.

5 Sign details

Sign details	Details of use
R4-SA105 **School precinct speed limit sign** 	Duplicated R4-SA105 signs shall be located at the start of the 40 km/h school precinct speed limit. These should be located approximately 100 m to 150 m prior to the PAC, main pedestrian access or crossing point. The location may vary depending on site factors such as side roads, driveways and roadside infrastructure. At signalised intersections, this distance may be extended along the section of road with the school frontage to include the main pedestrian access to the school within the 40 km/h zone. A single repeater sign should be installed 20 m to 50 m after any side roads within the school precinct speed limit. This may be omitted where due to site factors such as side roads, driveways, roadside infrastructure, maintaining visibility of signals or other traffic control devices, it cannot be suitably located. Repeater signs may be A size. Where the zone is longer than the typical lengths indicated in Section 4, and there are no side roads within the zone, repeater signs may also be used as a reminder to drivers of the 40 km/h school precinct speed limit. The times of operation of 8:00 am to 9:30 am and 2 pm to 4 pm are intended to capture the normal first arrivals of children wishing to cross, and the end of sustained crossing movements, as well as typical early finish times of schools. These times shall be applied consistently statewide. The R4-SA110 sign shall be used for a 60 km/h school precinct (see Section 3). Repeater signs for a 60 km/h school precinct shall be B size.

Sign details	Details of use
Electronic Speed Limit Sign (ESLS) 	Where the 40 km/h zone incorporates a speed and red light camera, ESLS (in accordance with *AS 5156 Electronic speed limit signs)* shall be installed as repeater signs at the start of the zone. They shall be located approximately 50 m after the initial R4-SA105 signs, and may be duplicated depending on site conditions. For the purpose of communication connection, the ESLS should be located within 150 m of the camera. Where a 40 km/h school precinct extends across multiple PACs or crossing points, the ESLS is located approximately 50 m after the first R4-SA105 sign for the zone, to function as a repeater sign at the start of the zone and provide additional conspicuity of the zone for the through traffic which is typically entering the zone at higher speed. An additional ESLS may be installed on approach to the PAC or crossing point within long zones to reinforce the speed limit. ESLS sign shall display 40 and “SCHOOL” during times of operation and blank at other times. The colour of the word ‘SCHOOL’ shall be displayed in white. In accordance with *AS 1742.4* (2020) clause 3.1.12, the inner part of the red annulus shall flash when the ESLS displays the 40 km/h speed limit. The outer part of the red annulus shall remain illuminated and non-flashing. Operation of the flashing annulus shall be in accordance with *AS 5156* (2020).
R4-1 Speed limit sign 	An R4-1 sign indicating the prevailing speed limit shall be installed at the end of the 40 km/h school precinct limit. Any existing R4-1 signs within the extents of the 40 km/h school precinct speed limit shall be removed. Any existing R4-1 signs within 100 metres of this treatment shall be reviewed to ensure they are still required, and removed or relocated where necessary.
G9-SA145 School precinct ahead sign 	The School / 40 Ahead Times of Operation (G9-SA145) sign shall be located at distance A in accordance with *AS 1742.2* Appendix D (typically 60 m to 80 m, depending on site conditions) in advance of the R4-SA105 signs. It may be omitted on two-lane two-way roads where: • the prevailing speed limit is 50 km/h, or • a geometric feature which lowers the approach speed is present e.g. curves, roundabout. It shall be installed on multi-lane roads. The G9-SA151 sign shall be used for a 60 km/h school precinct (see Section 3) and shall be duplicated.

Sign details	Details of use
G9-SA146 **School precinct bidirectional arrow sign** 	The School / 40 (bidirectional arrow) Times of Operation (G9-SA146) sign on the side road shall be provided at all side streets within the 40 km/h school precinct speed limit where the speed limit applies in both directions and intersection design facilitates both left and right turning movements. Where used, it should be installed 20 to 50 m on the approach to the intersection with the main road. The location may vary depending on site factors such as other signs, driveways, and roadside infrastructure. Where there is a school zone on the side road, the G9-SA146 sign should ideally be located beyond the extent of the school zone. Where this occurs, the G9-SA146 sign may be located closer to the intersection than the desirable 20 to 50 m. The G9-SA146 sign may be omitted where: • there is a school zone on the side road, • the prevailing speed limit on the main road is 50 km/h, • the main road is two-lane two-way, and • R4-SA105 signs are clearly visible to traffic entering the main road from the side road. The G9-SA152 sign shall be used for a 60 km/h school precinct (see Section 3).
G9-SA147 **School precinct unidirectional arrow sign** 	The School / 40 (unidirectional arrow) Times of Operation (G9-SA147) sign on the side road shall be provided at all side streets within the 40 km/h school precinct speed limit where it is appropriate to indicate only a single direction, for example, where the speed limit only applies in one direction on the main road or at intersections which only allow left turns onto the main road. Where used, it should be installed 20 to 50 m on the approach to the intersection with the main road. The location may vary depending on site factors such as other signs, driveways and roadside infrastructure. Where there is a school zone on the side road, the G9-SA147 sign should ideally be located beyond the extent of the school zone. Where this occurs, the G9-SA147 sign may be located closer to the intersection than the desirable 20 to 50 m. The G9-SA147 sign may be omitted where: • there is a school zone on the side road, • the prevailing speed limit on the main road is 50 km/h, • the main road is two-lane two-way, and • R4-SA105 signs are clearly visible to traffic entering the main road from the side road The G9-SA153 sign shall be used for a 60 km/h school precinct (see Section 3).

Sign details	Details of use
TES 20267 Red Light and Speed Camera Advance warning 	TES 20267 sign for advance warning of a red light and speed camera should be located approximately 50 m in advance of the camera, or 60 m to 80 m in advance of the stop line, depending on site conditions. It shall be provided on both approaches for bi-directional cameras, in which case it should be located approximately 60 m to 80 m in advance of the stop line. Existing Red Light and Speed Camera signs (e.g. TES 19687) shall be removed. **NOTE:** 60 m to 80 m in advance of the stop line is in accordance with *AS 1742.2* Table D1 for a "significant speed reduction required".
W3-3-2 / W8-14 Signals / School warning sign 	At sites where the Signals / School warning (W3-3-2 / W8-14) sign combination has been installed, these signs should be removed when a 40 km/h school precinct speed limit is installed as the speed limit signs and advance warning should provide sufficient cues to drivers to alert them to the presence of the school and crossing. This sign combination may be retained where it meets the requirements for the use of the W3-3-2 sign in accordance with *AS 1742.10* and the DIT *Supplement to AS 1742.10*. Separation of signs (0.6 x V) in accordance with *AS 1742.2* Appendix D should be maintained. This sign combination should be retained at sites where a school PAC is located within a high pedestrian precinct with a full time 40 km/h speed limit. The Signals / School warning (W3-3-2 / W8-14) sign combination provides additional warning to drivers of the presence of the school.

6 Approvals and notifications

The traffic control devices in this Operational Instruction are speed limit signs and therefore require the separate approval of the Manager, Traffic Services for each location prior to installation.

Where signs are installed on a Commissioner of Highways road:

- All signs associated with this treatment shall be shown on the relevant speed zone plan.
- If any existing R4-1 signs are relocated or removed as part of the installation of this treatment, this shall be reflected on the relevant speed zone plan.
- Where existing Red Light and Speed Camera signs are to be replaced with the TES 20267 sign, the TES 20267 sign shall be shown on the relevant speed zone plan. The existing Red Light and Speed Camera sign shall be removed from the relevant traffic control plan.
- Where existing W3-3-2 / W8-14 Signals / School warning signs are to be removed, they shall be removed from the relevant traffic control plan.

The Department's Project Manager shall ensure that the Commissioner of Police is notified of the approval to install these speed limit signs and shall notify the Commissioner of Police and the Department's Traffic Services of the date and time of installation of these speed limit signs within 20 working days of their installation.

Where signs are installed on a Council road, Council shall conduct an assessment of the school precinct proposal against the requirements of this instruction prior to submitting to the Manager, Traffic Services via DIT.NMSReviews@sa.gov.au. The assessment should include:

- A traffic impact statement and any other supporting documentation, such as consultation details, annual average daily traffic volumes, heavy vehicle content, speed survey data, pedestrian crossing point locations and pedestrian volumes / site observations.
- Prepare a site plan accurately indicating existing speed limit signs, location of proposed signs, local roads, distances and any other relevant information, such as locations of other traffic control devices, roadside infrastructure or trees which may impact on sign locations and visibility.

The traffic impact statement must be prepared by a person, who in Council's opinion is an experienced traffic engineering practitioner, and endorsed by a person authorised by Council.

Council must keep records of the times and dates of installation of these devices and notify the Commissioner of Police of the date of installation within 20 working days of their installation.

7 References

Australian Standard (2020) *AS 1742.4 Manual of Uniform Traffic Control Devices Part 4: Speed controls*

Australian Standard (2020) *AS 5156 Electronic speed limits signs*

Office of Road Safety (2023) *Rules for School Zones by State and Territory*

Department of Transport and Planning (Victoria) (2025) *Traffic Engineering Manual Volume 3 Part 2.11 Speed Zoning Technical Guidelines – Version 3*

Department of Transport and Planning (Victoria) (2025) *Speed Zoning Policy – Version 3.0*

Transport for NSW (2025) *NSW Speed Zoning Standard*

Department of Transport and Main Roads (Qld) (2025) *Queensland Road Safety Technical User Volumes: Guide to Speed Management*

Department of Transport and Main Roads (Qld) (2025) *Queensland Manual of Uniform Traffic Control Devices Part 4: Speed controls*

Department of Transport and Main Roads (Qld) (2021) *Technical Specification MRTS222 Electronic School Zone Signs*

Main Roads Western Australia (2022) *Speed Zoning – Policy and Application Guidelines*

Appendix A – PACs within school zones

The October 2023 version of the *Speed Limit Guideline for South Australia* does not allow for the use of pedestrian actuated crossings (PACs) within school zones (25 km/h when children present). In conjunction with the introduction of 40 km/h school precincts in South Australia, the Department is also looking to expand the use of 25 km/h school zones on local roads where the installation of a PAC has previously prohibited their use. The following is intended to be included in the next update to the *Speed Limit Guideline for South Australia* to allow for special consideration of the use of school zones on local roads with a PAC:

> **NOTE:** The 25 km/h speed limit in school zones applies when children are present, so it is important for drivers to be able to see children within the zone. Wide roads, wide medians, angle parking, and the presence of bicycle lanes with separation buffers increase the lateral separation between drivers and pedestrians and may make it more difficult for drivers to see pedestrian activity and therefore children.

The October 2023 version of the *Speed Limit Guideline for South Australia* states that a school zone on the same road as a koala crossing, pedestrian actuated crossing or signalised intersection shall be separated from the crossing or signalised intersection by at least 100 m. However, it is now intended that where an existing school zone is present on the adjacent section of road, the zone may be extended to include the PAC.

The extension of a school zone in these circumstances are excluded from Council's *Instrument of General Approval* and will require the approval of the Manager, Traffic Services.

When assessing the need to extend a school zone, it is crucial that extending the zone to include a PAC does not negatively impact on the safety of school children who may use any part of the zone. A school zone should be centred around the area where children mainly cross the road and kept as short as practicable for drivers to associate the school zone with the movement of children. Long lengths of reduced speed may lead to poor driver compliance to the speed limit.

See also the Note above regarding factors relating to lateral separation of pedestrians and moving motor vehicle traffic which may impact the suitability of school zones. Councils are encouraged to contact the Department to discuss whether a 25 km/h school zone or 40 km/h school precinct speed limit is the most appropriate treatment for a particular location.

Further detail can be found in Appendix C of the *Speed Limit Guideline for South Australia*.

Examples:

Gilles Street, Adelaide where the existing school zone was extended to include the PAC near Gilles Street Primary School; *Quinliven Road, Aldinga* at Payinthi College.