

**AS1742.10-2009****PART 10 – PEDESTRIAN CONTROL AND PROTECTION**

Reference Section	Roads and Maritime Services (RMS) Enhanced Practice, Complementary Material, or Departures
General	<p>Signs mentioned in this part should be checked against the <u>Road sign register</u> for RMS practice.</p> <p>RMS complementary material:</p> <ul style="list-style-type: none"> <li>• <u>Delineation</u> (RMS).</li> <li>• <u>Traffic Signal Design</u> (RMS).</li> </ul> <p>RMS practice for Pedestrian, Children's, Pelican crossings and Pedestrian Refuges</p> <ul style="list-style-type: none"> <li>• Kerb ramps in accordance with RMS model drawing MD. R173.B01.A.1</li> <li>• RMS practice is not to use Tactile Ground Surface indicators (TGSi) as shown in AS1428.4 in kerb ramps. However councils may wish to install TGSi on works under there control</li> </ul>
Section 5 5.4	RMS practice for regulatory signs. Refer <u>Road sign register</u> .
Section 6 Table 2  6.3	<p>RMS practice uses:</p> <ul style="list-style-type: none"> <li>• RMS No entry (R2-4) sign and not Australian Standard.</li> <li>• Authorised Vehicles Excepted (R9-229) sign must nominate the Organisation/Authority/Council or vehicle type.*</li> </ul> <p>RMS complementary material on requirements for Pedestrian (Zebra) Crossings:</p> <ul style="list-style-type: none"> <li>• <u>Delineation</u>, Section 7 (RMS).</li> <li>• <u>Traffic Signal Design</u> Section 2, Section 6 and Section 14 (RMS).</li> </ul> <p>RMS practice for numerical warrants for Pedestrian (Zebra) Crossings, which is referred to in Guide to Traffic Management, Section 8, 7.5.6:</p> <p>i) Normal Warrant: A Pedestrian (Zebra) Crossing should be considered for approval where:</p> <p>(a) the product of the measured pedestrian flow per hour (P) and the measured vehicle traffic flow per hour (V), PV, is equal or greater than 60,000 and;</p> <p>(b) the measured flows , P and V are equal of greater than 30 and 500 respectively;</p> <p>(c) the measured flows apply for three periods of one hour in any day.</p>

	<p>ii) <b>Special Warrant:</b>          In certain circumstances where the product of PV is greater or equal to 45,000 (but less than 60,000) and P is greater than or equal to 30 and V is greater than or equal to 500 then consideration can be given to a potential Pedestrian (Zebra) Crossing site. In such circumstances, council should justify why this location is in need of special consideration.</p> <p><b>Reduced warrant for children, the aged or physically impaired pedestrians.</b></p> <p>In cases where the crossing is to be used by children, the aged or physically impaired pedestrians a separate warrant applies and is as follows;</p> <p><b>Crossings used by children</b></p> <ul style="list-style-type: none"> <li>• In two hours of one hour duration immediately before and after school hours <math>P &gt; 30</math> (the crossing being predominately used by school children) and <math>V &gt; 200</math>.</li> </ul> <p><b>Crossings for the aged and physically impaired</b></p> <ul style="list-style-type: none"> <li>• During three periods of one hour in any one day <math>P &gt; 30</math> (of which 50% using the crossing are aged or physically impaired) and <math>V &gt; 200</math>, and <math>PV &gt; 60,000</math>.</li> </ul>
6.4	<p>RMS practice uses RMS signs for No Stopping (R5-400) series: <u>Road sign register</u>.</p>
6.5 (fig 1)	<p><b><u>Pedestrian (Zebra) Crossings*</u></b>          For Pedestrian (Zebra) Crossings, RMS uses Australian Standards, AS1742.10 - 2009, Section 6, Figure 1 – Pedestrian (Zebra) Crossings, with the following RMS practices:</p> <ul style="list-style-type: none"> <li>• A double barrier line (BB) is provided on each approach to the crossing, if the road has a dividing line, for 20m to extend from the edge of the crossing with Bi-directional RRPM's at 5.0m spacing and no gaps in BB lines.</li> <li>• Pedestrian Crossings should not be less than 3.6m wide.</li> <li>• RMS practice does not supplement Pedestrian (Zebra) Crossings with flashing yellow signals. Refer Notes AS1742.10 - 2009, Section 6, Figure 1.</li> <li>• RMS practice does not permit variations to no stopping distances unless with kerb extensions. Refer <u>TDT 2011/01a – Pedestrian Refuges*</u></li> <li>• RMS No Stopping (R5-400) sign series.</li> <li>• Zig - Zag advance pavement markings may be provided at existing pedestrian crossings where the sight distance is inadequate. Refer <u>Delineation</u>, Section 7 (RMS).</li> <li>• Transverse lines for pedestrian crossing and marked foot crossing. Refer <u>Delineation</u>, Section 7 (RMS)</li> <li>• RMS practice for Stopping and Parking Restrictions. Refer <u>TDT 2002/12c – Stopping and Parking Restrictions at Intersections and Crossings</u>.</li> <li>• Kerb ramps in accordance with RMS model drawing MD. R173.B01.A.1</li> <li>• RMS practice is not to use Tactile Ground Surface indicators (TGSi) as shown in AS1428.4 in kerb ramps. However councils may wish to install TGSi on works under their control.</li> </ul>