AUSTROADS GUIDE TO
TRAFFIC MANAGEMENT
PART 8 – LOCAL AREA TRAFFIC
MANAGEMENT (2008)

General
Austroads has released the Guide to Traffic Management and all road agencies across Australasia have agreed to adopt the Austroads guides to provide a level of consistency and harmonisation across all jurisdictions. This agreement means that the new Austroads guides and the Australian Standards, which are referenced in them, will become the primary technical references for use within the Roads and Maritime Services (RMS).

This supplement is issued to clarify, add to, or modify the Austroads Guide to Traffic Management.

The Roads and Maritime Services accepts the principles in the Austroads Guide to Traffic Management with variations documented in this supplement under the following categories:

- **RMS Enhanced Practice**: RMS practices which enhance the Austroads Guides.
- **RMS Complementary Material**: RMS traffic reference material that complements the Austroads Guides. These documents include RMS Manuals, Technical Directions and/or other reference material and are to be read in conjunction with the Austroads Guides.
- **RMS Departures**: RMS Traffic Practices that depart from the Austroads Guides.

**NOTE:**
If there are any differences in practice between the RMS supplement and other RMS complementary material, the RMS supplement will apply.

For other associated supplements see the RMS supplement for Australian Standards 1742, Manual of Uniform Control Devices, RMS supplement for Austroads Guide to Road Design and RMS supplement for Austroads Guide to Road Safety.

All road signage mentioned in this part should be checked against the Road sign register.

For enquiries and further issues to be added to this supplement email technical.directions.publication@rms.nsw.gov.au
# Document Information

<table>
<thead>
<tr>
<th>Title:</th>
<th>RMS Austroads Supplement for Guide to Traffic Management</th>
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<tr>
<td>Branch / Section / Unit:</td>
<td>Traffic and Safety Management Branch / Traffic Policies, Guidelines &amp; Legislation Section</td>
</tr>
<tr>
<td>Authors:</td>
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# Document History

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<tr>
<th>Version</th>
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<tr>
<td>1.0</td>
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<td>Inclusion of Shared Zone Policy – Transport for New South Wales Updated version – How Prepare a Bike Plan</td>
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PART 8 – LOCAL AREA TRAFFIC MANAGEMENT

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<tr>
<th>Reference Section</th>
<th>Roads and Maritime Services (RMS) Enhanced Practice, Complementary Material, or Departures</th>
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<td>• Sharing the Main Street (RMS).</td>
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<td>• TDT 2001/04b - Use of Traffic Calming Devices as Pedestrian Crossings</td>
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<td>• Planning Guidelines for Walking and Cycling (RMS).</td>
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<td>• How to Prepare a Pedestrian Access and Mobility Plan (RMS).</td>
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<td>• NSW Bicycle Guidelines (RMS).</td>
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<td>• A guide to identifying and implementing 40km/h speed limits in high volume pedestrian areas (RMS) – internal working document only, is the primary reference document used by the RMS.</td>
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<td>• TDT 2013/05 – Continuous footpath treatments.</td>
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<td>• TTD 2014/003 – Design and implementation of shared zones including provision for parking.</td>
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| **Section 7**     | RMS complementary material for approval of LATM schemes:                                 |
|                   | • A Guide to the Delegation to Councils for the Regulation of Traffic (including the operation of Traffic Committees) (RMS). |
| **General**       | Examples of LATM treatments in Section 7 use coloured pavement or linemarking as part of treatment. Some of these practices are in variance with RMS NSW. Refer Delineation (RMS). |
| **7.2**           | RMS complementary material for road humps:                                               |
|                   | • TDT 2001/04b - Use of Traffic Calming Devices as Pedestrian Crossings.                 |
| **7.2.4**         | For Pedestrian (Wombat) Crossings, RMS uses Australian Standards AS1742.10 - 2009, Section 6, Pedestrian(Zebra) Crossing, Figure 2 – Markings on a raised Pedestrian Crossing (Zebra) with the following RMS practices: |
|                   | • 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. |
|                   | • Pedestrian Crossing should not be less than 3.6m wide.                                  |
|                   | • RMS No Stopping (R5-400) sign series.                                                  |
|                   | • Does not use W5-10 (Road Hump) signage.                                                 |
|                   | • RMS numerical warrants for Pedestrian (Wombat) Crossings. Refer RMS Supplement Guide to Traffic Management, Part 8, Section 7.5.6, Pedestrian (Zebra) Crossing. |
|                   | NSW practice does not permit Pedestrian (Wombat) Crossings on roads with 2 or more marked travel lanes in same direction. This also applies to roads with 2 unmarked travel lanes in the same direction, ie where vehicles can pass other vehicles travelling in the same direction. Note: A Pedestrian (Wombat) Crossing can be provided by the provision of linemarking or kerb extensions that restrict the road to one travel lane each way or where a full time parking lane exists. |
7.5 RMS complementary material for delineation:
- **Delineation** (RMS).

7.5.1 RMS complementary material for speed limit signs:
- **NSW Speed Zoning Guidelines** (RMS).
- Road sign register

7.5.2 RMS practice for light traffic thoroughfares signs:
- Road sign register.

7.5.5 RMS practice uses RMS warrants for Stop signs. Refer Stop signs in Road sign register.

RMS practice for linemarking at Stop signs:
- A full line (300mm wide) shall be extended from the left hand edge of pavement to the dividing line and a broken line (150mm wide, 600mm long, with 600mm spacing) shall be extended from the dividing line to right hand edge of pavement. Refer Delineation, Section 6 (RMS).

7.5.6 Austroads states for marked pedestrian crossing warrants: *As a guide, warrants typically specify pedestrian usage must be in excess of 20 to 60 people per hour over a number of hours each day, traffic volumes must be in excess of 500 vehicles in each corresponding hour, and the product of those two numbers must be sufficiently high to justify installation.*

RMS practice for numerical warrants for Pedestrian (Zebra) Crossing:

i) Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where:-

In each of three separate one hour periods in a typical day
(a) the pedestrian flow per hour \( P \) crossing the road is greater than or equal to 30

AND

(b) the vehicular flow per hour \( V \) through the site is greater than or equal to 500

AND

(c) the product \( PV \) is greater than or equal to 60,000

ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians.

If the crossing is used predominantly by school children, is not suitable site for a Children’s Crossing and in two counts of one hour duration immediately before and after school hours:-

(a) \( P \geq 30 \)

AND

(b) \( V \geq 200 \)

A pedestrian (Zebra) Crossing may be installed.

iii) Special Warrant:
In certain circumstances where:-

(a) \( PV \geq 45,000 \) (but less than 60,000)

AND
(b) $P \geq 30$
  AND
(c) $V \geq 500$

then consideration can be given to a potential pedestrian crossing site. In such circumstances, council should justify why this location is in need of special consideration.

| 7.5.8 | RMS practice for School Zones:  |
|       | • School Zones Guidelines (RMS). |

| 7.5.11 | RMS complementary material bicycle facilities:  |
|        | • How to Prepare a Bike Plan (RMS).  |
|        | • NSW Bicycle Guidelines (RMS).  |

**Fig 7.7** RMS practice for Pedestrian (Wombat) Crossings:  
• Does not use W5-10 (Road Hump) signage.

| Section 8 | RMS complementary material on colours and texture of materials:  |
|           | • Delineation, Section 3 (RMS).  |