AUSTROADS GUIDE TO TRAFFIC MANAGEMENT
PART 6 – INTERSECTIONS, INTERCHANGES AND CROSSINGS (2013)

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 Roads 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><strong>Title:</strong></th>
<th>RMS Austroads Supplement for Guide to Traffic Management</th>
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<td><strong>Branch / Section / Unit:</strong></td>
<td>Traffic and Safety Management Branch / Traffic Policies, Guidelines &amp; Legislation Section</td>
</tr>
<tr>
<td><strong>Authors:</strong></td>
<td>John Grinsell, Wayne O'Mara</td>
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<tr>
<td><strong>Contributors:</strong></td>
<td>Bob O'Keefe</td>
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<td>General Manager, Traffic and Safety Management, Craig Moran</td>
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<td>Chair of RMS Austroads Reference Group, Chris Harrison</td>
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Document History

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<tr>
<th>Version</th>
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<td>Inclusion - Undertaking To display “CHILDREN CROSSING” flags at Children’s Crossing</td>
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## PART 6 – INTERSECTIONS, INTERCHANGES AND CROSSINGS

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<th>Roads and Maritime Services (RMS) Enhanced Practice, Complementary Material, or Departures</th>
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<td>General</td>
<td>RMS complementary material for Intersections, Interchanges and Crossings:</td>
</tr>
<tr>
<td></td>
<td>• Network Performance Measures and Network Planning Targets (RMS) – internal working document only, is the primary reference document used by the RMS.</td>
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<tr>
<td></td>
<td>RMS practice for Pedestrian, Childrens, Pedestrian Traffic signal crossings and Pedestrian Refuges</td>
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<td></td>
<td>• Kerb ramps in accordance with RMS model drawing MD_R173_B01_A.1</td>
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<tr>
<td></td>
<td>• RMS practice is not to use Tactile ground surface indicators as shown in AS1428.4</td>
</tr>
<tr>
<td>Section 2</td>
<td>RMS practice uses all intersection types in section 2 as per:</td>
</tr>
<tr>
<td></td>
<td>Network Performance Measures and Network Planning Targets (RMS) – internal working document only, is the primary reference document used by the RMS.</td>
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<tr>
<td>Table 2.2</td>
<td>RMS uses Road Rules 2008.</td>
</tr>
<tr>
<td></td>
<td>RMS practice for Give Way signage is that linemarking (300mm wide, 600mm long with 600mm spacing) must be included and extend across the full width of the road.</td>
</tr>
<tr>
<td></td>
<td>RMS practice uses RMS signs and warrants for Stop signs. Refer Stop signs in Roads sign register.</td>
</tr>
<tr>
<td></td>
<td>RMS practice for linemarking at Stop signs:</td>
</tr>
<tr>
<td></td>
<td>• 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).</td>
</tr>
<tr>
<td>Fig 2.2.2</td>
<td>RMS practice uses RMS signs for No Right Turn, No Left Turn, and No Entry, and not Australian Standard. Refer Roads sign register.</td>
</tr>
<tr>
<td>Section 3</td>
<td>RMS uses Road Rules 2008.</td>
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<tr>
<td>3.1</td>
<td>RMS complementary material for unsignalised intersection treatments:</td>
</tr>
<tr>
<td></td>
<td>Network Performance Measures and Network Planning Targets (RMS) – internal working document only, is the primary reference document used by the RMS.</td>
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</tbody>
</table>
3.2.2 RMS practice uses RMS signs and warrants for Stop signs. Refer Stop signs in Roads 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).

Fig 3.2 RMS practice for Stop sign (R1-1) sight triangle apex is 10m back from edge of nearest through traffic lane and not 3m as shown. Refer situation diagram in Roads sign register.

Section 4

Fig 4.3 NSW practice does not allow more than two circulating lanes in a roundabout.

RMS practice for spiral linemarking:
- Delineation, Section 11 (RMS).

4.4.2 RMS complementary material for cyclists at roundabouts:
- NSW Bicycle Guidelines (RMS).
- Road Rules 2008.

4.6.2 RMS complementary material for Roundabout Metering:
- Traffic Signal Design, Section 15 (RMS).

Section 5

General RMS practice for traffic signal warrants:
- Traffic Signal Design, Section 2 Warrants (RMS)

RMS complementary material for the design of signalised intersections:
- Traffic Signal Design (RMS).

RMS practice does not provide Traffic Signals where signposted speed limit is more than 80km/h. Refer Traffic Signal Design, Section 2.2 (RMS).

Table 5.2 User group

<table>
<thead>
<tr>
<th>Austroads states for Road crossings: Pedestrian marked foot crossings should be considered across all approaches of signalised intersections.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RMS practice is to provide a signalised marked foot crossing on each leg of a signalised intersection (including T-junction) in a built-up area, except in certain circumstances. Refer Traffic Signal Design, Section 2.4 (RMS).</td>
</tr>
</tbody>
</table>

Table 5.2 User group

| Cyclists |
| Austroads states for intersection stop-line storage: On bicycle routes a head start area should be considered, to allow for cyclists to wait at the stop-line at a position in advance of the motor vehicle. |
| RMS practice is to use a bicycle approach lane with a bicycle storage area: |
| TDT 2009/06 - Bicycle Storage Areas and Advanced Bicycle Stop Lines |
| NSW Bicycle Guidelines (RMS). |

Table 5.2 User group

<p>| Austroads refers to Guide to Road Design Part 4 for guidelines on median island widths at urban intersections, Section 6.2.2, Raised medians, Table 6.3. |</p>
<table>
<thead>
<tr>
<th>Motor vehicles - Medians</th>
<th>RMS practice uses Traffic Signal Design for median widths at traffic signals. Refer <a href="#">Traffic Signal Design</a>, Section 5.3 Medians, Table 5.1 (RMS).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Table 5.2 User group vehicles - Traffic islands</td>
<td>RMS practice for design of Traffic islands (corner islands) should allow for installation of traffic hardware and to provide a pedestrian refuge area. Refer <a href="#">Traffic Signal Design</a>, Section 5.4 (RMS).</td>
</tr>
<tr>
<td></td>
<td>RMS practice uses RMS signs and warrants for Stop sign. Refer Stop sign in <a href="#">Roads sign register</a>.</td>
</tr>
</tbody>
</table>
| Traffic islands | 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). |
| Table 5.4 Buses | RMS practice for Bus lanes uses red coloured pavement for all Bus and Bus only lanes. Refer [Delineation](#), Section 3 (RMS). |
| Sections 5.5, 5.6 & 5.7 | RMS complementary material for Bus lanes:  
- [Road Rules 2008](#)  
- [Traffic Signal Design](#) (RMS).  
- [Delineation](#), Section 9 (RMS). |
| | RMS complementary material for signalised intersections:  
- [Traffic Signal Operation](#) (RMS).  
- [Traffic Signal Design](#) (RMS).  
- [Traffic Signal Operation specifications](#) (RMS). |
| Section 6 | RMS uses [Road Rules 2008](#). |
| 6.4.2 | RMS uses [Road Rules 2008](#). |
| 6.4.4 | RMS practice allows cyclists to use roads, unless signposted:  
- [NSW Bicycle Guidelines](#) (RMS). |
| 6.9 | RMS complementary material for ramp meting:  
- [Traffic Signal Design](#), Section 15.14 (RMS).  
- SCATS User Manual (RMS). |
| Section 7 | RMS uses [Road Rules 2008](#). |
| | RMS complementary material for rail crossings:  
- [Rail crossing safety series](#) (RMS).  
- Planning Road Infrastructure Upgrades At Railway Crossings – PN 261 Internal working document only  
- Guideline: Planning road infrastructure upgrades at railway crossings – PN 261G. Internal working document only  
- [Traffic Signal Design](#), Section 15 and Appendix F, G (RMS).  
- [Delineation](#) (RMS). |
Section 8
General

Table 8.1, page 141 - 144, provides references to Austroads Guide to Road Design, Part 4, Intersections and Crossings - General.

It should be noted that the Austroads Guide to Road Design, Part 4, Section 8, Pedestrian Crossings, includes specific details and figures (see Figures 8.1, 8.2, 8.4 & 8.5) from the former 1990 edition of AS1742.10. The new 2009 edition of 1742.10 needs to be adopted, with the following RMS practices.

Table 8.1
General crossing facilities (physical pedestrian aids)

Refuge Islands
For refuge islands, RMS uses Australian Standards, AS1742.10 - 2009, Section 9, Physical Pedestrian Facilities, Figure 7 – Pedestrian Refuge, with the following RMS practices:

- RMS No Stopping (R5-400) sign series.
- For point 4, Painted median is preceded by a double barrier line extending for 30m minimum and no gaps in double barrier line
- RMS Type SM kerb for refuge islands. Refer MD.R15.A01.A.2
- Incorporate a splayed approach with painted chevrons on both approaches to the central island and no gaps in splayed approach.
- Painted chevrons - spacing 4.5m, width 1.5m and angle 45°
- For point 3, length of splayed approach and RRPM’S spacing. Refer TDT 2011/01a – Pedestrian Refuges

RMS practice for widening or narrowing a road to install a pedestrian refuge

- Refer TDT 2011/01a – Pedestrian Refuges.
- On approach RMS No Stopping (R5-400) sign to be placed at beginning of taper or 20 metres, measured from the intersection of kerb ramp flare and back of kerb, which ever is greater.
- Kerb ramps in accordance with RMS model drawing MD.R173.B01.A.1
- RMS practice is not to use Tactile ground surface indicators as shown in AS1428.4. However councils may wish to install TGSI on works under their control.

RMS practice for road widening or kerb extensions at pedestrian refuges:

- TDT 2011/01a – Pedestrian Refuges.
- On approach RMS No Stopping (R5-400) sign series to be placed at beginning of the taper or 20 metres, measured from the intersection of kerb ramp flare and back of kerb, which ever is greater.
- On departure RMS No Stopping (R5-400) sign series to be placed at end of the taper or 5 metres, measured from the intersection of kerb ramp flare and back of kerb, which ever is greater.

<table>
<thead>
<tr>
<th>Width of extension in Metres</th>
<th>From kerb ramp to sign in Metres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zero</td>
<td>20</td>
</tr>
<tr>
<td>1.5</td>
<td>15</td>
</tr>
<tr>
<td>2.0</td>
<td>10</td>
</tr>
<tr>
<td>≥ 2.5</td>
<td>At Tangent Point of kerb extension and kerb line or 7.5 which ever is the greater #</td>
</tr>
</tbody>
</table>

# For more detail refer to TDT 2011/01a
RMS complementary material for Bike refuges:
- NSW Bicycle Guidelines (RMS).
- Planning Guidelines for Walking and Cycling.

Pedestrian (Zebra) Crossings

For pedestrian (Zebra) crossings, RMS uses Australian Standards, AS1742.10 - 2009, Section 6, Figure 1 – Pedestrian (Zebra) Crossings, 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 Crossings should not be less than 3.6m wide.
- RMS practice does not supplement Pedestrian (Zebra) Crossings with flashing yellow signals. Refer Notes AS1742.10 - 2009, Section 6, Figure 1.
- RMS practice does not permit variations to no stopping distances unless with kerb extensions. Refer TDT 2011/01a
- Kerb ramps in accordance with RMS model drawing MD. R173.B01.A.1
- RMS practice is not to use Tactile ground surface indicators as shown in AS1428.4. However councils may wish to install TGSIs on works under their control.

Note: A Pedestrian (Zebra) 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.

RMS practice for angle parking at Pedestrian (Zebra) Crossing:
- The Statutory requirement is to provide 20 m of no stopping on the approach to a crossing for safe sight distance.
- If angle parking is on the approach, no stopping should be increased by a further
- 20 m to maintain safe sight distance. However this distance may be reduced by the use of kerb extensions.

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

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.

If at least 50% of pedestrians using the crossing are aged or impaired and for each three one hour periods in a typical day

(a) $P \geq 30$
AND
(b) $V \geq 200$
AND
(c) $PV \geq 60,000$

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.

Table 8.1

<table>
<thead>
<tr>
<th>Grade (spatially and physically separated facilities)</th>
</tr>
</thead>
</table>

For Children’s Crossings, RMS uses Australian Standards AS1742.10 - 2009, Section 7, Children’s Crossings, Figure 3 – Children’s Crossings Type 1, with the following RMS practices:
- RMS No Stopping (R5-400) sign series is to be used and may include specific times, 8.00-9.30am, 2.30-4pm SCHOOL DAYS
- No Stopping (R5-36) sign with specific times (symbolic), not used in NSW. Use RMS No Stopping (R5-400) sign series.
- Crossings should not be less than 3.6m wide and must be indicated by crosswalk lines (PCW). Refer Delineation, Section 7 (RMS)
• Stop lines are to be TF line. Refer Delineation, Section 7 (RMS).
• Double barrier line (BB) 15m long is to extend from the stop line of the Children’s Crossing with Bi-directional RRPM’s at 5.0m spacing and no gaps in BB lines.
• RMS practice does not permit variations to no stopping distances unless with kerb extensions. Refer TDT 2011/01a – Pedestrian Refuges
• For point 1, minimum no stopping distance on approach is 24m and on departure is 15m. Distances can be increased if adverse site geometry exists.
• Kerb ramps in accordance with RMS model drawing MD. R173.B01.A.1
• RMS practice is not to use Tactile ground surface indicators as shown in AS1428.4 in kerb ramps. However councils may wish to install TGSI on works under their control.
• Combined Children’s Crossing that incorporates a Pedestrian (Zebra) Crossing:
  o Crossing should not be less than 3.6m wide
  o Pedestrian Cross Walk (PCW lines not used). Refer Delineation, Section 7 (RMS).
  o Transverse lines for pedestrian crossing and marked foot crossing. Refer Delineation, Section 7 (RMS)

RMS practice for Children’s Crossings:
• The crossing is located on local and lightly trafficked roads where in a one hour duration immediately before and after school hours the traffic flow exceeds 50 vehicles per hour in each direction and during the same hour 20 or more children cross the road within 20m of the proposed crossing location.
• 85% percentile speed of traffic must not exceed 60km/h one hour before or after school hours. Note: In special circumstances where a Children’s Crossing is required on roads where the 85% speed is greater than 60km/h. Council may apply to the Roads and Maritime Services for consideration and approval.
• An undertaking from the school principle to arrange the display of the “Children’s Crossing” flags or signs during and only during the specified period of operation 8.00am – 9.30am and 2.30pm – 4.00pm and when necessary at other times such as school excursions and school sport days. (A pro forma for such an undertaking is provided in Appendix “A”)
• In some instances Children’s Crossing may be installed at existing marked foot crossings (Zebras) where the existing “CHILDREN CROSSING” flags are in operation and such crossings located near infants and primary schools. However, if the prominent use of the existing zebra crossing occurs during the hour before and after school, consideration should be given to its removal and replacement with Children’s Crossing.
• Must have kerb and gutter
• Should not be installed for sole use of Kindergarten children unless escorted by an adult
• Must be approved by Traffic Committee

NSW practice does not permit Children’s 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 Children’s 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.
RMS practice for angle parking at Children’s Crossing:
• The Statutory requirement is to provide 24m of no stopping on the approach to a crossing for safe sight distance.
• If angle parking is on the approach, no stopping should be increased by a further 20 m to maintain safe sight distance. However this distance may be reduced by the use of kerb extensions.

<table>
<thead>
<tr>
<th>Table 8.1 Integrated facilities</th>
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<tr>
<td>Pedestrian Traffic Signals</td>
</tr>
<tr>
<td>For Pedestrian-actuated traffic signals (Mid-block), RMS uses Australian Standards AS1742.10 - 2009, Section 8, Pedestrian Actuated Traffic Signals (Mid-Block), Figure 5 &amp; 6 with the following RMS practices:</td>
</tr>
<tr>
<td>RMS practice for stop and parking restrictions. Refer TDT 2002/12b – Stopping and Parking Restrictions at Intersections and Crossings.</td>
</tr>
<tr>
<td>Kerb ramps in accordance with RMS model drawing MD R173 B01 A 1</td>
</tr>
</tbody>
</table>

RMS practice for slip lanes at signalised intersections:
• Pedestrian (Zebra) Crossing or a signalised crossing (if warrants met) must be provided.
• If shared path, a signalised crossing with bicycle and pedestrian lanterns must be provided with a three aspect vehicular lantern. A two aspect vehicular lantern, (RED, YELLOW) can be provided if there are low pedestrian and bicycle volumes and only on a single lane slip lane with independent control. Two aspect lanterns require the approval of Manager Network Operations.
• Refer Traffic Signal Design (RMS), Section 2, 2.4.2
• If bicycle path, a signalised crossing with bicycle lanterns must be provided with a three aspect vehicular lantern.

Pelican Crossings
For Pelican crossings:
• Use Pedestrian Traffic Signals of this part for linemarking and signs.
• RMS practice For Pelican Crossings:
  o Only to be used at one stage crossings
  o Not installed with approaches of 3 lanes in each direction or very wide medians, two stages crossings or sites used predominately by children, elderly or people with disabilities.
• See Traffic Signal Design, Sections 2 and Section 14 (RMS).
• RMS practice for Stopping and Parking Restrictions. Refer TDT 2002/12b – Stopping and Parking Restrictions at Intersections and Crossings
• Kerb ramps in accordance with RMS model drawing MD. R173.B01.A.1
• RMS practice is not to use Tactile ground surface indicators as shown in AS1428.4. However councils may wish to install TGSI on works under their control.

NSW practice does not permit Pelican 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 Pelican 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.

Pedestrian (Wombat) Crossings
For Pedestrian Crossings, RMS uses Australian Standards AS1742.10 - 2009, Section 6, Pedestrian(Zebra) Crossings, Figure 2 – Markings on a raised pedestrian (Zebra) crossings 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 Crossings should not be less than 3.6m wide.
• RMS No Stopping (R5-400) sign series.
• Does not use W5-10 (Road Hump) signage.
• RMS practice for numerical warrants for Pedestrian (Wombat) Crossings. Refer RMS Supplement Guide to Traffic Management, Part 6, Section 8, Pedestrian (Zebra) Crossings.

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.

Pedestrian Overpass, Underpass
RMS practice for numerical warrants for pedestrian overpass or underpass may be justified if each of the following conditions are met for at least one hour of a normal weekday:
   (a) Where the proportion of pedestrians under 12 years of age and over 60 years of age is 40% or less.
   i) Undivided Road
      • V>850, P>200 and PV>250,000
   ii) Divided Road
      • V>1500, P>250 and PV>400,000
(b) Where the proportion of pedestrians under 12 years of age and over 60 years of age in greater than 40%.
   i) Undivided Road
      - V>750, P>200 and PV>180,000
   ii) Divided Road
      - V>1100, P>200 and PV>280,000
Warrants for Overpass, underpass do not apply at traffic signals.

Puffin Crossings
RMS does not currently use puffin crossings. However should it be considered that one would be beneficial then the advice of the Manager, Network Operations, should be sought.

School Zones
RMS practice for School Zones:
- RMS School Zones Guidelines. (TfNSW)

| 8.2.4 | RMS complementary material for road crossings by off-road paths etc: |
|       | • [NSW Bicycle Guidelines](RMS). |

| 8.3   | RMS complementary material for intersections of paths with paths: |
|       | • [NSW Bicycle Guidelines](RMS). |
APPENDIX A

Undertaking by School Principal
To display “CHILDREN CROSSING” flags at
Children’s Crossing

I, the School Principal or my delegated officer (18 years or over) of………………………………………….................................. .......................... give an undertaking that the relevant flags will be displayed during and only during the periods 8.00am – 9.30am and 2.30pm – 4.00pm for usage by school children at the Children’s crossing situated at

…………………………………………………………………………………………
…………………………………………………………………………………………
…………………………………………………………………………………………

Signed…………………………………………
Dated …………………………………………..

School Stamp

Note
Replacement of lost or stolen Children’s Crossing Flags on local roads refer to local council. Replacement is made under RMS block grant to council. Replacement for lost or stolen Children’s Crossing Flags on State roads refer to RMS Road Safety in your area.