

AS 1742.10:2024



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Manual of uniform traffic control devices

Part 10: Pedestrian control and protection



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AS 1742.10:2024

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Manual of uniform traffic control devices

Part 10: Pedestrian control and protection

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Preface

This Standard was prepared by the Standards Australia Committee MS-012, Road Signs and Traffic Signals to supersede AS 1742.10:2009, *Manual of uniform traffic control devices, Part 10: Pedestrian control and protection*.

A list of all parts in the AS 1742 series can be found in the Standards Australia online catalogue.

The major changes in this edition are as follows:

- (a) Removal of most definitions, with their inclusion in AS 1742.0.
- (b) Removal of most line marking details, with their inclusion in AS 1742.2.
- (c) Updating the classification of pedestrian facilities.
- (d) The addition of “priority path crossings”, which apply Rule 71 in the Australian Road Rules.
- (e) A general update of figures, together with the inclusion of more figures illustrating additional typical applications.
- (f) The rationalization of warning signs, including the use of angled arrow options.
- (g) Removal of appendices, with the inclusion of most information in other parts of AS 1742.

The terms “normative” and “informative” have been used in this Standard to define the application of the appendix to which they apply. A “normative” appendix is an integral part of a Standard, whereas an “informative” appendix is only for information and guidance.

Statements expressed in mandatory terms in notes to Figures are deemed to be requirements of this Standard.

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Manual of uniform traffic control devices

Part 10: Pedestrian control and protection

1 Scope

This Standard specifies requirements for traffic control devices for the control and protection of pedestrians at facilities on roads including pedestrian and children's crossings, mid-block pedestrian operated traffic signals, pedestrian refuges, and malls.

NOTE The following are not covered by this Standard:

- (a) Pedestrian crosswalks at signalized intersections (including scramble crossings), refer to AS 1742.14.
- (b) Pedestrian facilities at railway crossings, refer to AS 1742.7.
- (c) Temporary pedestrian facilities at works on roads, refer to AS 1742.3.
- (d) Shared paths (pedestrian/bicycle), refer to AS 1742.9.
- (e) Shared zones (pedestrian/vehicle), refer to AS 1742.4.
- (f) School zones, refer to AS 1742.4.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document.

NOTE Documents referenced for informative purposes are listed in the Bibliography.

AS 1428.1, *Design for access and mobility, Part 1: General requirements for access — New building work*

AS 1742.0, *Manual of uniform traffic control devices, Part 0: Glossary of terms*

AS 1742.2, *Manual of uniform traffic control devices, Part 2: Traffic control devices for general use*

AS 1742.14, *Manual of uniform traffic control devices, Part 14: Traffic signals*

AS/NZS 1158.4, *Lighting of roads and public spaces, Part 4: Lighting of pedestrian crossings*

3 Terms and definitions

For the purposes of this document the terms and definitions given in AS 1742.0 and the following apply:

3.1

may

indicates the existence of an option

3.2

shall

indicates that a statement is mandatory

3.3

should

indicates a recommendation

4 Introduction and general requirements

4.1 Types of pedestrian facilities

The control of pedestrian/vehicle interactions can be achieved in the following ways:

- (a) By alerting drivers to the presence of pedestrians (e.g. using the children warning sign).
- (b) By regulation alone (e.g. Road Rules giving pedestrians precedence over vehicles that are turning).
- (c) By physical treatments that simplify the task of crossing a road (e.g. pedestrian refuges).
- (d) By sign-controlled facilities that do not change their displays, but require pedestrians to secure the precedence the Road Rules give them (e.g. pedestrian (zebra) crossings).
- (e) By signal-controlled crossings which display a red signal to drivers once a pedestrian activates the signal (i.e. mid-block pedestrian signals).
- (f) By grade separation (i.e. underpasses and overpasses).

A list of facilities within these categories is provided in [Table 1](#).

Table 1 — Types of pedestrian facilities

Type	Objectives	Treatments	Reference
Signs alerting drivers to the presence of pedestrians	To make drivers more aware that pedestrians may be present on the road	Signs warning of the presence of pedestrians (including at uncontrolled facilities)	Clause 11.3
		Signs warning of the presence of a controlled pedestrian facility or crossing	Clause 11.2
Control by regulation alone	To provide pedestrians with access across roads	Clauses in the Australian Road Rules	Australian Road Rules, as enacted by each jurisdiction
Physical treatments (uncontrolled)	To simplify the task of crossing the road	Pedestrian refuges	Clause 9.2
		Traffic islands	Clause 9.2
		Medians	Clause 9.2
		Kerb extensions	Clause 9.3
		Loading islands	Clause 9.4
		Safety zones	Clause 9.4
Sign-controlled facilities	To provide control of vehicles by traffic control devices supported by regulations, so pedestrians may cross the road	Pedestrian crossings (zebra crossings and wombat crossings)	Clause 5
		Priority path crossings	Clause 6
		Children's crossings	Clause 7
Signal-controlled facilities	To provide positive control of vehicles so pedestrians may cross the road	Signal controls within signalized intersections	AS 1742.14
		Signal control on left turn slip lanes adjacent to signalized intersections	Clause 4.5 , Clause 8
		Pedestrian operated traffic signals (mid-block)	Clause 8
Grade separation	To eliminate conflicts by providing complete separation of pedestrians and vehicles	Underpasses and overpasses	Clause 4.4

4.2 Purpose and suitability of facilities

The purpose of pedestrian facilities is to provide pedestrians with good levels of mobility, access, and safety on the road network. Typically, pedestrian facilities are used for only a small fraction of the day when motor traffic is present; drivers will pass a facility when there is no pedestrian present more often than when there is. Accordingly, each facility needs to have the following characteristics:

- (a) It is recognizable.
- (b) Drivers and pedestrians have the same understanding about how the Road Rules apply to the facility and who is required to give way and in what manner.
- (c) The type of facility is suitable for the traffic function of the road, as well as for the likely volume and speed of motor traffic, allowing pedestrians to gain access across the road in a safe manner and allowing the orderly separation of pedestrians and vehicles.
- (d) Pedestrians and drivers have adequate lines of sight between each other.
- (e) The design caters for the likely volume of pedestrians.

4.3 Provision for access and mobility

The following devices are designed to assist pedestrians that may have physical impairments or the need to use mobility aids:

- (a) Kerb ramps: see [Clause 4.7](#).
- (b) Pavement level ("cut-through") access across medians and islands.
- (c) Tactile ground surface indicators in accordance with AS/NZS 1428.4.1.
- (d) Audio-tactile push-button facilities at traffic signals in accordance with AS 2353.

NOTE It is expected that Tactile Ground Surface Indicators will be required at all pedestrian crossing installations.

4.4 Grade separation

Grade separated pedestrian facilities (i.e. underpasses and overpasses) do not require treatment under this Standard.

For information on where the provision of grade separation is appropriate, refer to the Austroads *Guide to Traffic Management, Part 6: Intersections, Interchanges and Crossings Management*.

4.5 Left turn slip lanes

At signalized intersections left turn slip lanes allow vehicles to turn left without being controlled by the main intersection signals. Unless the slip lane itself is fully signal controlled, left turning drivers are typically required to give way to other vehicles at the end of the slip lane.

NOTE Left turn slip lanes at signalized intersections result in fewer crashes between left turning vehicles and pedestrians than those without left turn slip lanes. Refer to O'Brien et al. (2012).

The Road Rules require that drivers using a slip lane must give way to any pedestrian who crosses the slip lane. Nonetheless, enhancements to accessibility and safety for pedestrians (as well as cyclists) at slip lanes can be provided by including a controlled crossing.

The options available for pedestrian control at slip lanes include the following:

- (a) No controlled facility (reliance on the Road Rules).

- (b) A pedestrian crossing (zebra crossing) with or without a raised platform.
- (c) A priority path crossing, including a raised platform.
- (d) Signal control (either pedestrian operated or as part of the intersection signal phasing).

A children's crossing can also be located on a slip lane. A supervised children's crossing may be provided as an enhancement to a pedestrian crossing.

The warning signs for sign-controlled crossings, see [Clause 11.2](#), allow for the arrow on the sign to be angled. Where the sign applies to a crossing on a slip lane, the arrow shall be angled at 45 degrees.

4.6 Raised pavements at crossings

4.6.1 General

The primary purpose of raised pavements at crossings is to improve safety by reducing vehicle speeds, so drivers have more time to respond to conditions. They also enhance amenity, assisting most pedestrians to access the crossing more easily. The requirements for raised pavements at locations other than pedestrian priority crossings, including raised threshold treatments, are set out in AS 1742.13.

4.6.2 Raised platforms

The type of raised pavement used at pedestrian priority crossings is a raised platform (also known as a flat-top road hump). On a road of suitable traffic function, or on a left turn slip lane —

- (a) a pedestrian crossing (zebra crossing), see [Clause 5.3](#) may be installed on a raised platform; and
- (b) any priority path crossing should be installed on a raised platform, see [Clause 6.3](#).

NOTE 1 A pedestrian crossing (zebra crossing) on a raised platform is also known as a wombat crossing.

Children's crossings, see [Clause 7.3](#), are not usually installed on raised pavements due to their part time operation. Where there is the need for a raised pavement, see [Clause 4.6.1](#), a pedestrian crossing (zebra crossing) should be installed instead, see Item (a). Stop lines are not provided in this case, but, subject to jurisdictional requirements, CHILDREN CROSSING (R3-3) flags may be displayed as described in [Clause 7.1](#).

The height of the platform shall be uniform, and it shall have a flat surface, between the approach ramps. The pavement markings for the approach and departure ramps shall be as set out in AS 1742.2.

NOTE 2 The raised platform profile is provided in the *Austrroads Guide to Road Design, Part 4: Intersections and Crossings: General*. This guide also discusses the length of raised platforms on bus and heavy vehicle routes.

The signs required at the crossing are described in [Clauses 5, 6](#) and [7](#). No additional signs shall be included at the crossing. Where warning is required about the presence of the raised platform, that warning shall be provided by installing a Raised Crossing (W8-31) sign in advance, below the appropriate warning sign for the type of crossing, see [Clause 11.2\(e\)](#). Warning is not required where the presence of the raised platform is obvious, or where approach speeds are already low.

4.6.3 Raised threshold treatments

A raised threshold treatments at an intersection consists of continuing the footpath along the major road across the throat of the minor road at the existing footpath level. Beside the raised path the road is ramped on both sides. For additional information, refer to "continuous footpath treatments" in the *Austrroads Guide to Road Design, Part 4: Intersections and Crossings: General*. This treatment is not required to be a sign-controlled crossing.

Typically, drivers leaving the minor road are travelling slowly, as are drivers turning into the minor road. So long as the treatment is adjacent to the point where the road pavements would otherwise intersect and the ramps are clearly visible in all likely conditions, for example by use of contrasting pavement, raised pavement ramp markings or signs to warn of the raised treatment are not required. If markings to highlight the ramp are required, they shall consist of the road hump marking (PK), as set out in AS 1742.2. If the need for the markings is only for one direction, the ramp on the other side need not be marked.

4.7 Kerb ramps and approach paths

Where provided, kerb ramps shall be designed in accordance with AS 1428.1, except that the width of the ramp shall be no less than the width of any associated marked crossing or area defined by pedestrian guide lines. The width of any approach path shall be no less than the width of the ramp.

NOTE: Pedestrian sight distance requirements are discussed in the *Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections*.

4.8 Signs

Regulatory signs required to control pedestrian and vehicular traffic at pedestrian crossings and other pedestrian facilities covered by this Standard are listed in [Table 2](#). Their use is specified in the clauses dealing with each type of device.

The use of warning signs is specified in [Clause 11](#).

For sign size selection, sign location, and sign installation requirements, refer to AS 1742.2.

For detailed specifications for the manufacture of signs, refer to AS 1743.

Table 2 — Regulatory signs used for pedestrian facilities

Sign	Sign number	Size, mm	Clause
GIVE WAY	R1-2	A 750 height B 900 height	6.4(a)
KEEP LEFT	R2-3(L)	A 450 × 600 B 600 × 800	9.4.3(a)
NO ENTRY	R2-4	A 450 × 450 B 600 × 600	10(a)
Pedestrian Crossing	R3-1	A 600 dia. B 750 dia. C 900 dia.	5.4(a)
SAFETY ZONE	R3-2	A 450 dia. B 600 dia.	9.4.3(b)
CHILDREN CROSSING (flag)	R3-3	600 × 600	7.4
No Stopping	R5-35	225 × 450	5.4(b) 6.4(c)
No Stopping (with times of operation)	R5-36	225 × 450	7.4
Hand STOP Banner	R6-7	A 450 dia. B 600 dia.	7.4
Bicycles Prohibited	R6-10-3	A 450 × 450 B 600 × 600	10(c)
BUSES EXCEPTED	R9-2	A 450 × 300 B 600 × 400	9.4.3(c) 10(b)
AUTHORISED VEHICLES EXCEPTED	R9-4	A 450 × 300 B 600 × 400	10(b)
Priority Path Crossing	W8-32	A 600 × 400 B 750 × 500	6.4(a)

5 Pedestrian crossing (zebra crossing)

5.1 Introduction

A pedestrian crossing assigns priority to pedestrians who use the crossing. The presence of a pedestrian on the crossing, or about to enter the crossing imposes a legal requirement on drivers to give way to the pedestrian.

Consequently, safe operation of a pedestrian crossing depends on a driver being able to see any pedestrian on or about to use the crossing and see the signs and markings associated with the crossing in time for the vehicle to stop if necessary to give way to the pedestrian. Placing a pedestrian crossing in the vicinity of curves, intersections or other roadway features likely to obstruct sight lines requires careful consideration of these factors.

A pedestrian crossing (zebra crossing) on a raised platform is also known as a wombat crossing, see also [Clause 5.3\(e\)](#).

In some jurisdictions cyclists are permitted to ride across pedestrian crossings without dismounting. In this case clear sight lines shall be provided to cyclists who are about to enter the crossing in accordance with the jurisdiction's legal requirements. Management of the speed of motor vehicles or cyclists, or both, may be required to achieve this.

Requirements and recommendations for the lighting of crossings are given in [Clause 13](#).

5.2 Description

The primary requirements for a pedestrian crossing (zebra crossing) are that it shall incorporate zebra stripe pavement markings, as described in [Clause 5.5](#), and Pedestrian Crossing (R3-1) signs, as described below and in [Clause 5.4](#).

The markings shall extend across the full width of the carriageway. A Pedestrian Crossing (R3-1) sign shall be installed on both sides of the carriageway, facing each direction of approach by drivers. A typical configuration of R3-1 signs on a two-way road is shown in [Figure 5.1](#), [Figure 5.2](#) and [Figure 5.4](#). On a left turn slip lane both signs should be installed on the approach side of the crossing, see [Figure 5.3](#).

The length of the no stopping zones shown in [Figure 5.1](#) and [Figure 5.2](#) is a minimum and may need to be extended if sight distance between approaching drivers and pedestrians about to use the crossing is inadequate for vehicles to stop in time to avoid a collision. If there is fully indented parking close to the crossing, and the no stopping restriction excludes the indented parking area, the design shall avoid parked vehicles obstructing a driver's view to any pedestrian on the crossing or about to enter the crossing.

The R3-1 sign may need to be repeated overhead if visibility of side-mounted signs is a problem.

Where advance warning of a pedestrian crossing is required, the Pedestrian Crossing Ahead (W6-2 series) sign shall be used as described in [Clause 11.2\(b\)](#).

The R3-1 sign may be supplemented with twin, diagonally opposed, alternately flashing yellow signals. Where used, the display and flash cycle should be consistent throughout a region.

A pedestrian crossing may be supervised during the time when it is used by significant numbers of school children.

Where the crossing is on a raised platform, the requirements in [Clause 4.6](#) apply.

5.3 Requirements for installation

Requirements and options for the installation of pedestrian crossings (zebra crossings) are as follows:

- (a) *Mid-block crossing* — The following shall apply:
- (i) No more than one lane of moving motor vehicle traffic in any one direction shall be encountered by a pedestrian using a crossing.
 - (ii) There shall be adequate sight distance between approaching vehicles and pedestrians about to use the crossing for the former to be able to stop in time to give way to the latter. This shall be achieved by means of parking restrictions near the crossing, see [Clause 5.4](#), limits to the height of any vegetation and, control of the speed of motor vehicles.
 - (iii) The speed limit on approach to the crossing shall be 50 km/h or lower and the 85th percentile speed shall not exceed 60 km/h.

If any of these requirements are not met, pedestrian operated traffic signals (mid-block) or a pedestrian refuge without zebra markings may be more appropriate.

In addition, pedestrian crossings should not generally be used on roads which function as arterial roads, due to the likely occurrence of higher vehicle speeds, or the incompatibility of a raised platform on such a road. An exception may be, for example, where the only arterial road passes through a town centre with high levels of pedestrian activity and the crossing is part of an area-wide traffic management scheme.

NOTE The above are requirements which need to be met before a crossing is installed. They are not warrants for the provision of crossings. Road authorities may have pedestrian or combined pedestrian/vehicle volume warrants for mid-block pedestrian crossings (zebra crossings).

- (b) *Pedestrian crossings on slip lanes*

The conditions specified for crossings in Item (a) shall also apply to pedestrian crossings on slip lanes, except that there is no restriction on speed limit. Nonetheless the 85th percentile speed on the slip lane measured at the point where the crossing is to be placed, shall not exceed 50 km/h. If any of these requirements are not met speed may be managed using a raised platform, to create a wombat crossing. Otherwise, a signalized slip lane crossing may be appropriate.

In addition, parking restrictions and vegetation height limits in the vicinity of the slip lane shall be sufficient to maintain adequate sight lines.

Where a slip lane leads into a merge or added lane condition, rather than ending at a high entry angle requiring give way, it is unlikely that a pedestrian crossing will operate safely, unless it incorporates a raised pavement to create a wombat crossing, see [Clause 4.6](#).

- (c) *Other locations*

Pedestrian crossings may be provided at other locations by following the principles given above for mid-block crossings and providing sufficient sight distance for the likely speed of vehicles. In the immediate vicinity of a roundabout which physically slows all vehicles, a pedestrian crossing on a raised platform may be provided on a road with a speed limit of 60 km/h or less.

- (d) *Advance warning*

Where the presence of a pedestrian crossing, the pedestrians who use it, or the presence of a raised platform may be unexpected or difficult to anticipate, warning of the crossing shall be provided, see [Clause 11.2\(b\)](#) and [Clause 11.2\(e\)](#).

- (e) *Raised platforms: wombat crossings*

Where a pedestrian crossing is located on a raised platform (otherwise known as a wombat crossing), the requirements of [Clause 4.6.1](#) shall be applied. A raised platform will result in lower vehicle speeds, which is likely to improve the safety of crossing users.

5.4 Signs

The following signs shall be used at a pedestrian crossing (zebra crossing) as specified below:

- (a) *Pedestrian Crossing (R3-1)*



R3-1

The Pedestrian Crossing sign shall be used at or in the immediate vicinity of a pedestrian crossing, as set out in [Clause 5.2](#).

No other sign shall be displayed in the immediate vicinity of the crossing.

The R3-1 sign shall not be used at any other location or for any purpose other than for a pedestrian crossing.

- (b) *No Stopping (R5-35)*



R5-35

The section of road adjacent to a pedestrian crossing, where stopping of vehicles is prohibited, shall be indicated either by installing No Stopping (R5-35) signs, refer to AS 1742.11, or by applying the alternative pavement marking as specified in [Clause 5.5\(c\)](#).

- (c) *Pedestrian Crossing Ahead (W6-2 series) and Raised Crossing (W8-31)*

See [Clause 11.2\(b\)](#) and [Clause 11.2\(e\)](#).

5.5 Pavement markings

- (a) *Crossing markings*

The pedestrian crossing marking (ZB) is set out in AS 1742.2. It consists of a series of longitudinal bars (or zebra stripes). The bars shall be white and shall be placed approximately parallel to the centre line of the carriageway. While the crossing is usually at right angles to the line of the road, it may be angled by no more than 30 degrees where local circumstances require, in which case the bars shall remain rectangular and parallel to each other and the road's centre line, but marked in a consistently staggered pattern across the road.

The road pavement between the bars shall be of a uniform colour that contrasts with the white bars. This uniform colour shall extend for at least 1 m at each end of the bars, so that the crossing is clearly identifiable and visually isolated. The only permitted encroachment

into this area of uniform colour is the markings described in Item (b), below. See also Item (d) below.

A minimum of three longitudinal bars shall be marked for any crossing. Where a pedestrian crossing is marked across an off-road path, the bars and gaps may be reduced equally in width if necessary to permit the minimum number of three bars to be marked.

(b) *Raised pavement ramp markings*

The ramp on each end of a raised pavement shall be marked with road hump marking (PK), as set out in AS 1742.2. The separation between the road hump marking and the pedestrian crossing marking shall be a minimum of 300 mm. A separation of at least 1 m is desirable.

(c) *No stopping markings*

As an alternative to the use of No Stopping (R5-35) signs, the no stopping prohibition in the vicinity of the crossing may be imposed by means of a yellow continuous line, no stopping (NS1), refer to AS 1742.2, on the carriageway adjacent to the kerb or edge of road pavement, for the length of the prohibition.

(d) *Other markings and surface treatments*

Decorative surface treatments do not have any legal status and therefore should not be used as a traffic management treatment.

Decorative surface treatment shall not be installed where —

- (i) it confuses the intended purpose for road users;
- (ii) it gives the impression of priority to a particular road user where the priority does not exist;
- (iii) it detracts from the significance or confuses the legal requirement of existing regulatory devices; or
- (iv) it may create a road safety risk to road users, such as a slippery surface for motorcyclists, cyclists, or pedestrians.

Other untested markings on the approach to pedestrian crossings, aimed at improving driver awareness of the crossing, shall not be installed. This includes a zig zag line, other geometric shapes, or a depiction of types of road users.

5.6 Typical layouts

Typical layouts for pedestrian crossings (zebra crossings) are shown in the following figures:

- (a) A mid-block pedestrian crossing, see [Figure 5.1](#).
- (b) A mid-block pedestrian crossing on a raised platform (wombat crossing), see [Figure 5.2](#).
- (c) A pedestrian crossing on a raised platform at a left turn slip lane, see [Figure 5.3](#).
- (d) A pedestrian crossing on a raised platform at a side street near an intersection, see [Figure 5.4](#).