

Queensland Manual of Uniform Traffic Control Devices

Part 10: Pedestrian control and protection

November 2017

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About this document

This document sets out the traffic control devices to be used for the control and protection of pedestrians. Treatments provided include:

- pedestrian crossings
- pedestrian refuges
- pedestrian malls
- facilities for pedestrians with disabilities.

Pedestrian safety largely depends upon public understanding of accepted methods for traffic control. This principle is particularly important regarding the control of pedestrians and vehicles near schools. Pedestrian safety in these areas can be a highly sensitive subject.

Safe and effective traffic control is best obtained through consistently applying realistic policies, practices and standards which have been developed through traffic engineering studies. It is important that traffic control devices are used in accordance with the conditions prescribed in this Part of the Manual. Uniform treatment for comparable situations promotes uniform behaviour by both motorists and pedestrians.

Where possible, symbolic legends should be used in association with pedestrian facilities. Symbolic legends are used in place of worded legends to increase sign legibility.

How to use this document

This document is designed to be read and applied together with AS 1742.10-2009 *Manual of Uniform Traffic Control Devices Part 10* (AS 1742.10-2009). You must have access to the Australian Standard to understand what applies in Queensland.

This document:

- sets out how AS 1742.10-2009 applies in Queensland
- has precedence over AS 1742.10-2009 when applied in Queensland
- has the same section and clause numbering and headings as AS 1742.10-2009.

The following table summarises the relationship between AS 1742.10-2009 and this document:

Applicability	Meaning
Accepted	The Australian Standard section or clause is accepted.
Accepted, with amendments	Part or all of the section or clause has been accepted with additions, deletions or differences.
New	There is no equivalent section or clause in the Australian Standard.
Not accepted	The Australian Standard section or clause is not accepted.

Definitions

The following general amended definitions apply when reading AS 1742.10-2009.

Reference to...	Means
AS 1742.10-2009	<p>AS 1742.10-2009, as amended by this document</p> <p>For example, a reference to AS 1742.10-2009 means you must refer to the Australian Standard Part 10, and Part 10 of the Queensland Manual of Uniform Traffic Control Devices (Queensland MUTCD).</p> <p>Throughout AS 1742.10-2009, references are made to other parts of the Australian Standards (for example, when reading Part 10 you may be referred to Part 1 for further information). In this case, you must refer to the equivalent Part within the Queensland MUTCD first. Check the applicability of the equivalent Part in the Queensland MUTCD before referring to the referenced Australian Standard Part.</p>
TRUM	Transport and Main Roads' Traffic and Road Use Management manual

Relationship table

Section	Clause	Description	Applicability
1	Scope		Accepted
2	Referenced documents		Accepted, with amendments
3	Definitions		
	3.1	Children's crossing	Accepted
	3.2	Children's crossing supervisor	Accepted
	3.3	May	Accepted
	3.4	Loading island	Accepted
	3.5	Pedestrian	Accepted
	3.6	Pedestrian actuated traffic signals (mid-block)	Accepted
	3.7	Pedestrian aspect	Accepted
	3.8	Pedestrian crossing (zebra)	Accepted
	3.9	Pedestrian interval	Accepted
	3.10	Pedestrian mall	Accepted
	3.11	Pedestrian phase	Accepted
	3.12	Pedestrian push button	Accepted
	3.13	Pedestrian refuge	Accepted
	3.14	Pelican crossing	Not accepted
	3.15	Safety zone	Accepted
	3.16	Shall	Accepted
	3.17	Should	Accepted, with amendments
3.18	85 th percentile speed ($V_{85\text{km/h}}$)	Accepted	
4	Classification and type of pedestrian facilities		Accepted, with amendments

Section	Clause	Description	Applicability
5	General requirements		
	5.1	Demand	Accepted, with amendments
	5.2	Provision for people with disabilities	Accepted, with amendments
	5.3	Subways and bridges	Accepted
	5.4	Signs	Accepted
6	Pedestrian crossing (zebra)		
	6.1	Purpose and safe operation	Accepted
	6.2	Description	Accepted, with amendments
	6.3	Requirements for installation	Accepted, with amendments
	6.4	Signs	Accepted
	6.5	Pavement markings	Accepted, with amendments
7	Children's crossing		
	7.1	Purpose and safe operation	Not accepted
	7.2	Description	Not accepted
	7.3	Requirements for installation	Accepted
	7.4	Signs	Accepted
8	Pedestrian actuated traffic signals (mid-block)		
	8.1	Description	Accepted
	8.2	Guidelines for installation	Accepted
	8.3	Limitations on installation	Accepted
	8.4	Signs and pavement markings	Accepted
	8.5	Pelican crossings	Not accepted
	8.5.1	<i>Description</i>	Not accepted
	8.5.2	<i>Guidelines for installation</i>	Not accepted
	8.6	Provision for pedestrians at signalized intersections and railway crossings	Accepted
9	Physical pedestrian facilities		
	9.1	General	Accepted
	9.2	Pedestrian refuge islands, traffic islands and medians	
	9.2.1	<i>General</i>	Accepted
	9.2.2	<i>Installation</i>	Accepted
	9.2.3	<i>Guidelines for installation</i>	Accepted
	9.3	Kerb extensions	Accepted
	9.4	Loading islands and safety zones	Accepted, with amendments
	9.5	Signs	Accepted, with amendments
9.6	Pedestrian fencing	Accepted	
10	Pedestrian malls		Accepted

Section	Clause	Description	Applicability
11	Warning signs		
	11.1	General	Accepted
	11.2	Warning signs for pedestrian crossings	Accepted, with amendments
	11.3	Warning signs for pedestrians not at crossings	Accepted
12	Pedestrian direction signs (G5-7,G5-8)		Accepted
13	Lighting		Accepted
Appendices			
A	Illumination and reflectorization of signs (normative)		
	A1	Scope	Accepted
	A2	General	Accepted
	A3	Means of illumination	Accepted
	A4	Means of reflectorization	Accepted
B	Installation and location of signs (normative)		
	B1	Scope	Accepted
	B2	Uniformity of location	
	<i>B2.1</i>	<i>General</i>	Accepted
	<i>B2.2</i>	<i>Longitudinal placement</i>	Accepted
	<i>B2.3</i>	<i>Lateral placement and height</i>	
	B2.3.1	General	Accepted
	B2.3.2	Lateral placement – rural	Accepted
	B2.3.3	Lateral placement – urban	Accepted
	B2.3.4	Height – rural	Accepted
	B2.3.5	Height – urban	Accepted
	B2.3.6	Overhead mounting	Accepted
	<i>B2.4</i>	<i>Overhead signs</i>	Accepted
B3	Installation / orientation	Accepted	

Section	Clause	Description	Applicability
C		Model instructions for adult supervisors at crossings (informative)	
	C1	Scope	Not accepted
	C2	Equipment	Not accepted
	C3	Uniform	Not accepted
	C4	Preliminary instructions to children	Not accepted
	C5	Procedure at children's crossings on two-way roads	Not accepted
	C6	Procedure at children's crossings on divided roads	Not accepted
	C7	Procedure at pedestrian-actuated traffic signals (mid-block)	Not accepted
	C8	Accidents	Not accepted
D		Model instructions for child monitors at crossings	
	D1	Scope	Not accepted
	D2	Equipment	Not accepted
	D3	Uniform	Not accepted
	D4	Procedure at a zebra or children's crossing	Not accepted
	D5	Procedure at pedestrian-actuated traffic signals (mid-block)	Not accepted
	D6	Reporting of drivers disobeying monitor's stop banners	Not accepted
D7	Reporting of drivers disobeying red signal at signalized crossings	Not accepted	
E		Signal timing at pedestrian actuated traffic signals (mid-block) (informative)	
	E1	General	Accepted
	E2	Minimum vehicle green time	Accepted
	E3	Minimum pedestrian green (walk) time	Accepted
	E4	Flashing pedestrian clearance time	Accepted
	E5	Intergreen time	Accepted
	E6	Flashing yellow signal holding time at pelican crossings	Not accepted

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2. Referenced documents

Difference

The following are additional reference documents:

AS 1428.1 General requirements for access – New building work

AS 1428.4.1 Means to assist the orientation of people with vision impairment – Tactile ground surface indicators

3. Definitions

3.14 *Pelican crossing*

Not accepted

This type of crossing is **not approved for use in Queensland**.

3.17 *Should*

Addition

Indicates a recommendation. Where the word 'should' is used, it is considered to be recommended usage, but not mandatory. Any recommendation that is not applied must be based on sound traffic engineering judgement and documented.

4 Classification and type of pedestrian facilities

Difference

Pelican Crossings in Table 1 is **not approved for use in Queensland**.

5 General requirements

5.1 *Demand*

Addition

Traffic and Road Use Management (TRUM) manual Volume 1 Part 6 Section 8.1-1 provides crossing selection guidance for Queensland.

5.2 *Provision for people with disabilities*

Difference

(c) Tactile ground surface indicators in accordance with AS/NZS 1428.4.1

6 Pedestrian crossing (zebra)

6.2 *Description*

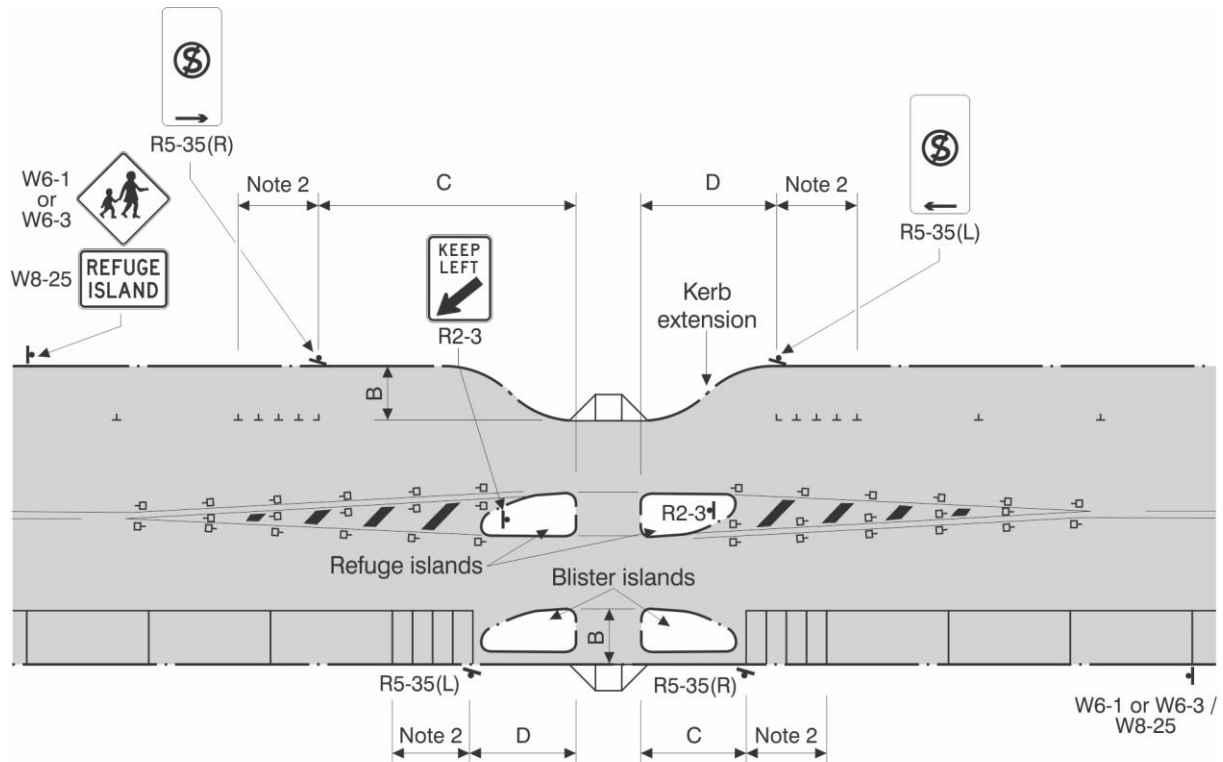
Difference

Information contained in the fifth paragraph in this clause about the use of twin alternating flashing lights **is not approved for use in Queensland**.

Addition

Foreshortening of the no-stopping zone may be implemented as shown in Figure 6.2.

Figure 6.2 – Kerb extension blister



Notes:

1. Parking restrictions may also be reduced at rear-in 'angled parking' situations. Kerb extensions must project at least 200 mm further from the kerb than the length of the angled parking bay.
2. When parking restrictions have been reduced, the first parking spaces should be allocated to motorcycles or bicycles so as to ensure extra visibility to and from the facility.

Placement of "No Stopping Any Time" (R5-35) signs at parallel parking situations

B (m)	C (m)	D (m)
0	20	10
1.5	15	10
2.0	10	10
≥2.5	5	5

6.3 Requirements for installation

Difference

- (i) No more than one lane of moving traffic in any one direction shall be encountered by a pedestrian using a crossing. Refer TRUM Volume 1 Part 6 Section 8 for further guidance.

6.5 Pavement markings

Addition

For the profile of raised pedestrian crossings (zebra) on bus routes, refer to Part 13.

7 Children's crossing

7.1 Purpose and safe operation

Not accepted

The following replaces that in the Standard:

The children's crossing is a part-time facility catering primarily for school children. It is only in operation when the CHILDREN CROSSING (R3-3) flags are displayed.

CHILDREN'S CROSSING (R3-3) flags shall only be displayed during school zone times of operation.

NOTE:

1. Pedestrians on (or entering) a crossing place a legal obligation on vehicles to stop and not enter the crossing. Vehicles may not proceed until all pedestrians are clear of the crossing. This is a higher obligation on traffic than at a pedestrian crossing (refer Clause 6).
2. For information regarding traffic management and road safety at schools in Queensland, refer TRUM Volume 2 Part 3 Section 3.2 1.

7.2 Description

Not accepted

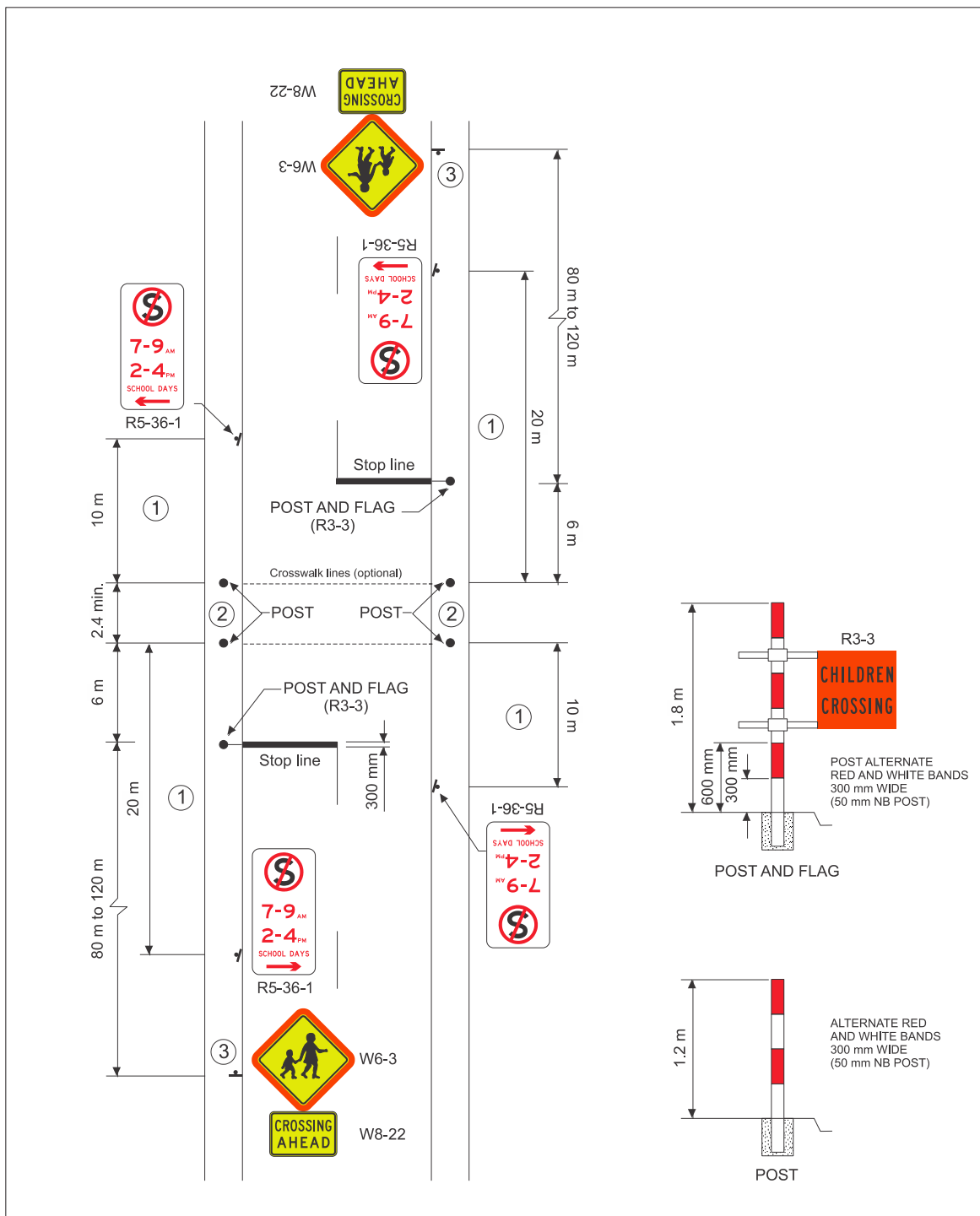
The following replaces that in the Standard:

A children's crossing as shown in Figure 7.2(a) shall comprise the following items:

- i. STOP lines 300 to 600 mm wide
- ii. two posts painted in red and white alternate bands on each side of the road at the crossing and one post in red and white alternate bands in advance of the crossing at the STOP line
- iii. the CHILDREN CROSSING flags (R3-3) displayed to indicate that the crossing is in operation
- iv. provision for mounting the CHILDREN CROSSING flags on the advance posts specified in Item ii
- v. NO STOPPING signs (R5-36-1) for control of parking near the crossing during the times the crossing is in operation
- vi. the hand STOP banner (R6-7) which is used by a crossing supervisor when in attendance
- vii. the advance warning sign assembly, Children (symbolic), CROSSING AHEAD (W6-3 / W8-22) used where sight distance to the crossing is substandard.

At some schools, a pedestrian crossing may be required for use by pedestrians outside of school zone hours. This facility would normally be installed in accordance with Clause 6. Figure 7.2(b) provides details for signing and marking a combined children's crossing and pedestrian crossings (zebra) at schools.

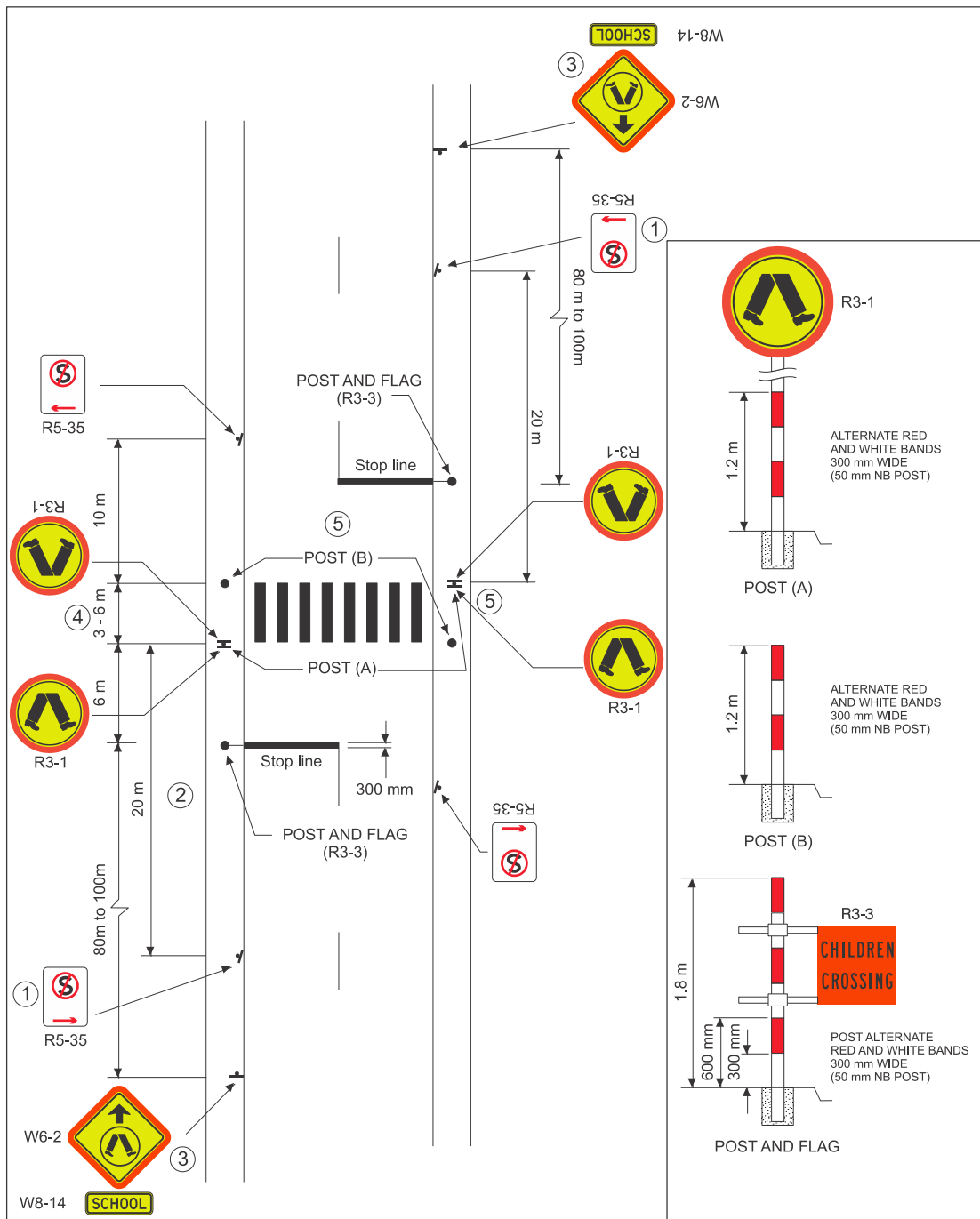
Figure 7.2(a) – Children’s crossing



Notes:

1. Variations to no-stopping distances may be required where visibility to the crossing is sub-standard.
2. A yellow line (approximately 100 mm wide) may be painted on the footpath – 0.5 m behind the face of the kerb – to indicate the position where pedestrians should wait until directed to cross the roadway. Where used, this line extends the width of the sealed apron connecting the footpath and kerb or a distance of 2.4 metres, i.e., between the crossing posts (without flags).
3. The W6-3/W8-22 assembly is required if the sight distance to the crossing is sub-standard.

Figure 7.2(b) – Combined children’s crossing and pedestrian crossing at schools



Notes:

1. Times of operation may be specified by use of R5-36-1 sign.
2. Where stationary vehicles near a crossing seriously limit visibility between drivers and pedestrians, an increase in these distances may be required.
3. Warning signs may be supplemented with advance pavement messages (see Section 6 of Part 4 MUTCD).
4. A yellow line (approximately 100 mm wide) may be painted on the footpath – 0.5 m behind the face of the kerb to indicate the position where pedestrians should wait until directed to cross the roadway. Where used, this line extends the width of the sealed apron connecting the footpath and kerb or a distance of 3-6 metres, i.e., between the crossing posts (without flags).
5. Pram/bicycle ramps should be installed.

8 Pedestrian actuated traffic signals (mid-block)

8.5 Pelican crossings

Not accepted

This type of crossing is **not approved for use in Queensland**.

9 Physical pedestrian facilities

9.4 Loading islands and safety zones

Difference

The fifth paragraph in the Standard is replaced with the following:

The safety zone is a particular form of loading island at which special traffic regulations apply. Loading islands may be designated as safety zones by the installation of the SAFETY ZONE sign (R3-2) (see Clause 9.5(b)) on the island facing approaching traffic.

9.5 Signs

Difference

(b) Safety Zone (R3-2)

The paragraph in the Standard is replaced with the following:

The SAFETY ZONE sign shall be used to designate loading islands as safety zones where large numbers of passengers board or leave public transport vehicles other than the footway (see Clause 9.4).

11 Warning signs

11.2 Warning signs for pedestrian crossings

Difference

(c) Children / CROSSING AHEAD (W6-3 / W8-22)

The paragraph in the Standard is replaced with the following:

The assembly shall be used in advance of the crossing where visibility of the CHILDREN CROSSING flags (R3-3) is obstructed due to road curvature or other local conditions.

The CROSSING AHEAD (W8-22) sign shall not be used without the Children (W6-3) sign, or the Signals Ahead (W3-3) sign (see Item (a)).

These signs shall be manufactured using retroreflective fluorescent yellow / green sheeting as specified in AS/NZS 1906.1.

Appendices

Appendix C Model instructions for adult supervisors at crossings (informative)

Not accepted

Refer to Regional Road Safety Advisor as published on the Transport and Main Roads website.

Appendix D Model instructions for child monitors at crossings (informative)

Not accepted

This is **not accepted** in Queensland.

**Appendix E Signal timing at pedestrian actuated traffic signals (mid-block)
(informative)**

E6 Flashing yellow signal holding time at pelican crossings

Not accepted.

This type of crossing is **not approved for use in Queensland.**

