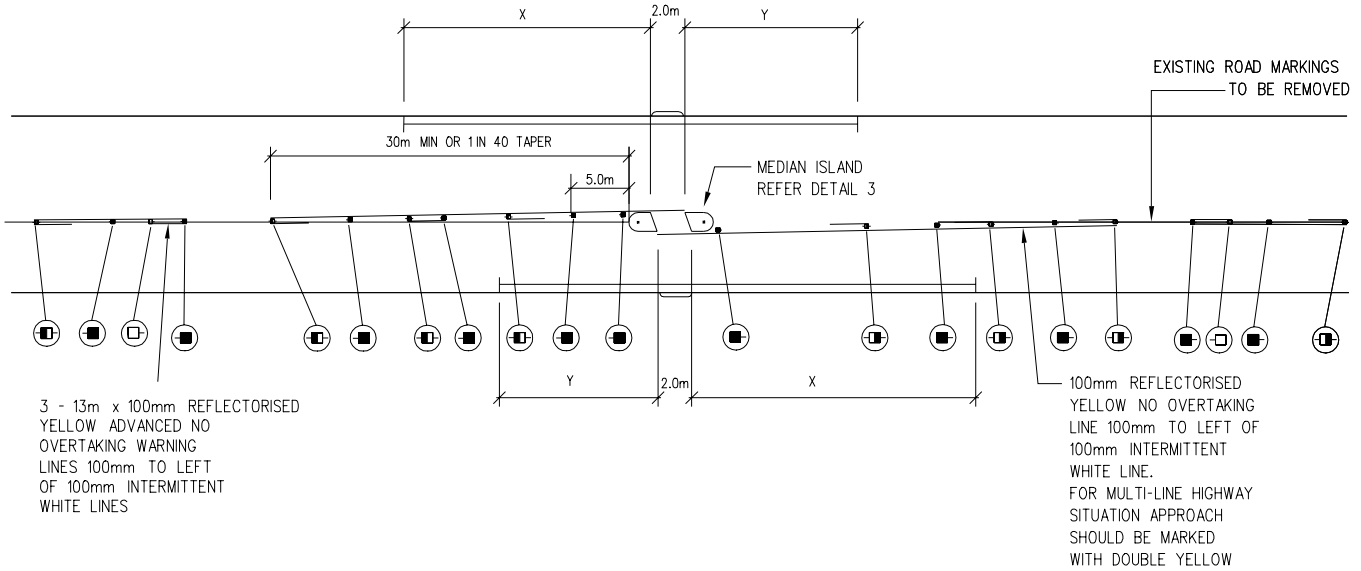


NOTE: CONSIDERATION MUST BE GIVEN TO PARKING SITUATION AND IT MAY BE THAT LONGER NO STOPPING LENGTHS WOULD NEED TO BE PROVIDED TO ACCOMMODATE ADEQUATE VISIBILITY.

REFLECTORISED RAISED PAVEMENT MARKERS

	MONO DIRECTIONAL WHITE
	MONO DIRECTIONAL AMBER
	BIDIRECTIONAL WHITE/AMBER
	BIDIRECTIONAL AMBER



NO STOPPING DISTANCES NECESSARY TO ACHIEVE MINIMUM AND DESIRABLE VISIBILITY DISTANCES.

ROADWAY	X		Y	
	MIN.	DES	MIN.	DES
ROADS WITHOUT SIDE ISLANDS	19m	29m	5m	13m

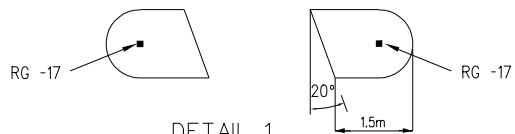
MIN. DISTANCES SHOULD NOT BE USED IF THERE IS A HIGH INCIDENCE OF HEAVY GOODS VEHICLE PARKING.

ADDITIONAL LENGTHS OF 'NO STOPPING' MAY ALSO BE NECESSARY FOR ROADS OF LESS THAN 8m TO ALLOW FOR SAFE VEHICLE SIDE SHIFT AROUND MEDIAN ISLAND.

NO STOPPING DISTANCES CAN BE REDUCED WHEN KERB EXTENSIONS ARE USED

REFER TRANSIT NEW ZEALAND MANUAL OF TRAFFIC SIGNS AND MARKINGS PART II

MIN RECOMMENDED WIDTH 1.4m. THIS SHOULD BE WIDER WHERE CARRIAGEWAY WIDTH PERMITS UP TO A MAX OF 2m.



DETAIL 1

REFER SECTION A-A SHEET 3.19



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26 February 2009

STANDARD DETAIL:

INFORMAL PEDESTRIAN CROSSING POINT

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DATE: June 2005

NOT TO SCALE

RDC NO:

SHEET NO:

REV:

18000

3.19