

# Appendix A: List of Signs

## List of Signs: Australian Standards

Standard	Content
AS 1742.3 (2019) Section 4.17	Signs available for pedestrian control around worksites
	• T8-1A; 900mm x 600mm
	
	• T8-2A (L or R); 1200mm x 300mm
	
	
	• T8-3A; 900mm x 600mm
	
• T8-4; 900mm x 600mm	
	
• T8-5; 900mm x 600mm	
	

## List of Signs: Australian Standards (New)

Sign	Code	Image
Look Both Ways	TM8-6A	
Watch Your Step	TM8-7A	
Symbolic Pedestrians	TM8-8A	
Footpath Closed Ahead	TM8-9A	
Narrow Footpath Ahead	TM8-10A	
Path Closed Ahead	TM8-11A	
Path Closed	TM8-12A	
Pedestrian Hazard	TM8-13A/B	

Sign	Code	Image
Cycling Hazard	TM8-14A/B	
Bicycle Lane Closed Ahead	TM8-15A	
Bicycle Lane Closed	TM8-16A	
Symbolic Bicycle Ahead	TM8-17A	
Symbolic Bicycle	TM8-18A	
Accessible Path and Pedestrian Path	TM8-19C	
Accessible Path	TM8-20B	
Cyclists Dismount	GM9-58A	
Example MMS Signs		

## Custom Signs

Suggested sign	Suggested use	Suggested placement
	<p>Where pedestrian paths around construction sites have:</p> <ul style="list-style-type: none"> <li>• Uneven surfaces</li> <li>• Differences in levels</li> <li>• Loose surface material</li> </ul>	<ul style="list-style-type: none"> <li>• In front of the footpath section affected by poor ground conditions.</li> </ul>
	<ul style="list-style-type: none"> <li>• Ahead of footpaths that have been closed due to construction activities; to inform path users of the closure in advance.</li> <li>• To prevent path users travelling to the closed footpath, requiring them to return to a location where it is safe to cross to another footpath.</li> </ul>	<ul style="list-style-type: none"> <li>• Ahead of the footpath closure, where pedestrians can cross safely to access another footpath</li> </ul>
	<ul style="list-style-type: none"> <li>• To warn pedestrians of a designated detour and provide them with an option of re-routing prior to arriving at the detour.</li> </ul>	<ul style="list-style-type: none"> <li>• Ahead of the start of a detour</li> <li>• Where alternative routes around the site can be taken</li> </ul>
	<ul style="list-style-type: none"> <li>• To inform pedestrians where a detour ends, prompting them that the route from then onwards is as per permanent conditions</li> </ul>	<ul style="list-style-type: none"> <li>• At the end of a detour</li> </ul>
	<ul style="list-style-type: none"> <li>• To inform pedestrians (and other road users) of the designated pedestrian detour direction</li> </ul>	<ul style="list-style-type: none"> <li>• At the start or along a pedestrian detour around a construction site</li> <li>• Where multiple route options are available</li> <li>• Where different modes are to follow different detours</li> </ul>
	<ul style="list-style-type: none"> <li>• To prompt pedestrians of their designated detour path around construction sites</li> </ul>	<ul style="list-style-type: none"> <li>• At the start of a detour</li> <li>• Where multiple route options are available</li> <li>• Where different modes are to follow different detours</li> <li>• At all decision-making points</li> </ul>
	<ul style="list-style-type: none"> <li>• To inform pedestrians on the length (distance or time) of the provided detour around construction sites</li> <li>• To help pedestrians make an informed decision as to whether they would prefer to take another route</li> </ul>	<ul style="list-style-type: none"> <li>• At the start of a detour</li> </ul>

**Suggested sign****Suggested use****Suggested placement**

Note: Could also use:  
USE OF ALTERNATE ROUTE



- Where detours are long, the sign can be used to inform pedestrians of the length / duration of the detour ahead
- Where different detour options are available, the signs can be used to inform on the distance or time of each detour route
- At sections along the detour e.g. midpoint
- Where a path divides into multiple detour routes
- Where the existing route is affected by the works, and an alternative route is provided and advised
- To be used in conjunction with detour signs where required and path closure signs where applicable
- Where the existing route is not to be used, and pedestrians are encouraged to use the alternative routes
- Sign (W6-7 and W8-23) is taken from the permanent signage (AS 1742.9 (2000) and is to be located where any path is about to cross a path used by bicycles, and poor sight distance, high bicycle speeds or other factors necessitate a warning for people about to cross the path.
- Around construction sites this sign is recommended, where pedestrians cross a temporary cycle path, that under normal circumstances would not
- Similar sign available for shared user paths (W6-9 and W6-23) should be used where appropriate
- In front of the location where the cycle path crosses the pedestrian path (unexpectedly)
- In an area where another mode of transport has been prohibited, but pedestrians are accepted
- In the same location as a sign indicating that other modes of transport are prohibited

**Suggested sign****Suggested use****Suggested placement**

- Ahead of a footpath that is narrowed as a result of construction works, to warn pedestrians, especially those with disabilities of the constraints ahead
- Provide people advance warning of the change in footpath width, to give them the opportunity to change route if required

- Ahead of the location where the footpath narrows, preferably where there is an opportunity for users to choose an alternative path or crossing facility, if individuals wish to avoid the affected footpath section



Where bike lanes around construction sites have:

- uneven surfaces
- differences in levels
- loose surface material

- In front of the bike lane affected by poor ground conditions.



- To warn cyclists of a designated detour and provide them with an option of re-routing prior to arriving at the detour.

- Ahead of the start of a detour
- Where alternative routes around the site can be taken



- To inform cyclists where a detour ends, prompting them that the route from then onwards is as per permanent conditions

- At the end of a detour



- To inform cyclists (and other road users) of the designated bike detour direction
- To inform cyclists (and other road users) of their designated path around construction sites, where it deviates from the vehicle route

- At the start or along a bike detour around a construction site
- Where the cycle route deviates from the vehicle route
- Where different modes are to follow different detours
- Where multiple route options are present



- To prompt cyclists of their designated path around construction sites
- To inform cyclists of their route where it deviates from the vehicle route

- At the start of a detour
- Where multiple route options are available
- Where different modes are to follow different detours
- At all decision-making points



- To inform cyclists on the length (distance or time) of the provided detour around construction sites
- To help cyclists make a decision as to whether they would prefer to take another route

- At the start of a detour

**Suggested sign****Suggested use****Suggested placement**

Note: Could also use:  
USE OF ALTERNATE ROUTE



- Where detours are long, the sign can be used to inform cyclists of the length / duration of the detour ahead
- Where different detour options are available, the signs can be used to inform on the distance or time of each detour route
- At sections along the detour e.g. midpoint
- Where a path divides into multiple detour routes
- Where the existing route is affected by the works, and an alternative route is provided and advised
- To be used in conjunction with detour signs where required and path closure signs where applicable
- Where the existing route is not to be used, and cyclists are encouraged to use the alternative routes
- Sign (W6-1 and W8-23) is taken from the permanent signage (AS 1742. 9 (2000) and is to be located where any path is about to cross a path used by pedestrians, and poor sight distance, high bicycle speeds or other factors necessitate a warning for people about to cross the path.
- Around construction sites this sign is recommended, where cyclists cross a temporary pedestrian path, that under normal circumstances would not.
- Similar sign available for shared use paths (W6-9 and W6-23) should be used where appropriate
- In front of the location where a pedestrian path crosses the bike path (unexpectedly)
- In an area where another mode of transport has been prohibited, but cyclists are accepted
- In the same location as a sign indicating that other modes of transport are prohibited

**Suggested sign****Suggested use****Suggested placement**

- Where temporary construction site conditions require cyclists to ride with caution. This may be due to poor path quality, confined spaces, high pedestrian volumes, truck activity or other
- At the start of an area that is seen to be hazardous, if caution is not practiced by cyclists



- Where temporary construction site conditions require other modes to give way to cyclists to ensure their safety and continuity of travel around sites.
- Can be used where cycle lanes end or are closed to assist merging between cyclists and vehicles.
- Facing modes that are to give way to cyclists.

Department of Transport, 1 Spring Street Melbourne Victoria 3000

© Copyright State of Victoria

Department of Transport 2020

Except for any logos, emblems, trademarks, artwork and photography this document is made available under the terms of the Creative Commons Attribution 3.0 Australia license.