



Integrated Cycle Routes and after signalised intersections. All regulatory signage required shall be provided as per MRWA Standards.

#### 5) Pedestrian Priority Zones

Pedestrian Priority Zones are areas with concentrated cultural, social and recreational uses where vehicle access is significantly restricted. The zones are predominantly pedestrian spaces that can accommodate slow-speed cycling. Pedestrian Priority Zones may also refer to the footpaths at signalised intersections which cyclists are permitted to utilise but where pedestrians still remain the priority consideration for design.

The surface treatment for these areas will typically be block paved, the detail of which may vary depending on the location.

#### a) Signage:

Advisory signage for cyclists in these areas may use typical 'sign on pole' arrangements and Custom Advisory Symbols applied to the pavement surface. The Custom Advisory Symbols, similar to those used for regional routes, may be applied at the start and end of Pedestrian Priority Zones and at points of significance which may identify hazards and potentially aid way-finding. Examples of commonly used advisory symbols are shown in this document, refer 2c - Regional Routes, Custom Advisory Symbols.

#### b) Slow Points (Chicane):

A slow point for cyclists can be provided on Pedestrian Priority Zones, where they are approaching a hazard, by creating a chicane using two barriers. The barriers shall be installed to create a sharp double bend to slow cyclists. Where practical a signage panel shall be attached to the barriers warning cyclists of the upcoming hazard.

For more detail regarding the chicane and installation refer *Design and Construction Note: Book 500*.