

Part 5 Street Name and Community Facility Name Signs

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Queensland Government

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PREFACE

This Part of the Manual sets out the principles for the design of street name and community facility name signs, and for their mounting and placement to ensure clear visibility to the road user.

Street name and community facility name signs are an important aid to navigation in urban areas. Whilst street name signs are not provided primarily as a safety measure, poor signing frequently gives rise to frustration, hesitation and inconvenience among road users. Because they are relatively small, care must be exercised in the placement of these signs to ensure maximum conspicuity and legibility.

Due to the great variety of names given to streets, it is necessary to retain flexibility in the design of street name signs. It is recognised that many local government authorities wish to reinforce a sense of local identity by incorporating their name, emblem or logo in the sign. It is important that such additional information does not affect legibility and functioning of the sign.

The proliferation of community facility name signs at some intersections can become difficult for road authorities and local government authorities to control. Without adequate controls, the excessive number of signs which may result at the one location, can render both the street name and the community facility name signs ineffective, due to the inability of road users to scan all of the information in the time available. This issue, together with advice on how to handle the problem, is further expanded in Clause 4.2.

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The term 'informative' has been used in this Part of the Manual to define the application of the appendix to which it applies. An 'informative' appendix is for information and guidance only.

CONTENTS

SECTION 1. SCOPE AND INTRODUCTION.....	5-5
1.1 SCOPE	5-5
1.2 APPLICATION	5-5
1.3 AIM	5-5
1.4 REFERENCED DOCUMENTS	5-5
1.5 DEFINITIONS	5-5
SECTION 2. STREET NAME SIGNS – (G5 SERIES).....	5-6
2.1 GENERAL.....	5-6
2.2 SHAPE AND SIZE	5-6
2.3 SIGN LAYOUT AND PERMITTED INFORMATION.....	5-7
2.4 LOGOS ON SIGNS	5-7
2.5 LETTERING AND NUMERALS.....	5-9
2.6 COLOUR	5-10
2.7 REFLECTORISATION AND ILLUMINATION	5-11
2.8 MOUNTING HEIGHT.....	5-11
2.9 LOCATION.....	5-11
2.10 ORIENTATION.....	5-16
2.11 ADDITIONAL STREET NAMING ON ARTERIAL ROADS IN URBAN AREAS.....	5-18
SECTION 3. HOUSE NUMBER SIGNS ON KERBS	5-20
3.1 GENERAL REQUIREMENTS	5-20
3.2 APPLICATION	5-20
3.3 LOCATION.....	5-20
SECTION 4. COMMUNITY FACILITY NAME SIGNS	5-21
4.1 GENERAL.....	5-21
4.2 AVOIDING SIGN PROLIFERATION.....	5-21
4.3 SHAPE, SIZE AND PERMITTED INFORMATION	5-22
4.4 MOUNTING HEIGHT.....	5-23
4.5 OTHER REQUIREMENTS.....	5-23
4.6 TOURIST FACILITIES.....	5-23
4.7 PEDESTRIAN DIRECTION SIGNS.....	5-23
4.8 SIGNPOSTING TO MAJOR FACILITIES	5-23
APPENDIX A: GUIDELINES FOR THE NAMING OF ROADS AND STREETS	5-24

DEPARTMENT OF MAIN ROADS
Queensland

Manual of Uniform Traffic Control Devices

PART 5 – STREET NAME AND COMMUNITY FACILITY NAME SIGNS

SECTION 1. SCOPE AND INTRODUCTION

1.1 SCOPE

This Part of the Manual specifies requirements for the design and use of street name signs, house number signs on kerbs and community facility name signs.

1.2 APPLICATION

This Part of the Manual is applicable to all types of roads, except freeways.

1.3 AIM

The aim of this Part of the Manual is to provide road authorities and local government authorities with a standard means of signposting street names and associated information, and of signposting directions to community facilities with the aim of facilitating road user recognition of the signs.

1.4 REFERENCED DOCUMENTS

The following standards are referred to in this Part of the Manual:

- AS 1348 Road and Traffic Engineering – Glossary of Terms
- AS 1744 Forms of Letters and Numerals for Road Signs
- AS 1906 Retroreflective Materials and Devices for Road Traffic Control Purposes
- AS 1906.1 Part 1: Retroreflective Materials
- AS 2700 Colour Standards for General Purposes
- AS 4212 Geographic Information Systems - Data Dictionary for Transfer of Street Addressing Information

1.5 DEFINITIONS

For the purpose of this Manual the definitions in AS 1348 and the following apply:

Street type - the designation associated with the name of the street (eg. Street, Road, Avenue), usually selected to match the function of the street.

Traffic control device – any sign, signal, pavement marking or other installation placed or erected under authority of the Transport Operations (Road Use Management) Act for the purpose of regulating, warning or guiding road users.

SECTION 2. STREET NAME SIGNS – (G5 Series)

2.1 GENERAL

Street name signs (G5 Series) are located at intersections to enable ready recognition of the street name (during day or night time conditions) by all road users, including pedestrians, cyclists and motorists. For this reason, the following general requirements and recommendations are applicable:

- (a) Street name signs shall be installed at every intersection for the benefit of all road users. It is not necessary to display the name of a major street at all minor street intersections along that major street. However, it is essential that the major street name is displayed at regular intervals, normally at major intersecting streets and more significant side streets.
- (b) Signs should be located where road users expect to find them, and where they are readily visible and conspicuous.
- (c) Colour combinations used on signs shall maintain the legibility of the legend in both day and night conditions, and should contrast with the background setting.
- (d) The signs shall either employ retroreflective material or shall be internally illuminated.
- (e) Signs should be legible at an appropriate distance; designed and installed so that they may be identified and read by an approaching road user sufficiently far in advance to permit any necessary manoeuvre.
- (f) The design should be simple, with the street name clearly discernible ahead of any other information.
- (g) Signs should be consistently designed and located.
- (h) As far as practicable, street name signs should be mounted separately from any other sign on the same post.

Well designed and located street name signs perform an important traffic safety function, particularly in busy traffic conditions, by enabling road users to identify an intersecting street without having to take their attention off the road for an unnecessarily long period, or slow down to a point where they create a hazard to other road users.

2.2 SHAPE AND SIZE

Street name signs shall be rectangular with the long axis horizontal. Ends shall be cut square and the sign shall be erected to indicate the direction of the street. Words shall be written horizontally.

The depth of the reflectorised or internally illuminated section of the sign shall be at least 130 mm, within a minimum signboard depth of 150 mm. This depth permits only the street name to be displayed. If property numbers are used, they should be located under the street type abbreviation (eg. RD, ST).

Where an additional line of information is to be included, the depth of the sign board shall be at least 200 mm, with the reflectorised or internally illuminated section of the sign at least 180 mm deep.

At intersections on higher speed roads, where 130 mm lettering is required (see Clause 2.5), the signboard depth shall be 200 mm minimum. Property numbers, referred to above, will not be legible at higher speeds and should not be provided.

Consideration shall be given to limiting the length of signs to that which is practicable, having regard to the structural requirements for mounting signs and resistance to vandalism. Such requirements, however, shall not be allowed to detract from sign legibility and the ability of road users to read all of the information. The minimum length of a street name sign shall be 500 mm.

NOTES:

1. It will generally be found that for adequate support and structural integrity of a sign, a length of 1200 mm for a single post end-mounted sign or 1800 mm for a centre-mounted sign will be the maximum.
2. Although two-post mounting may be used, for ease of reading, a sign with a 100 mm legend should not exceed 2 m in length.

2.3 SIGN LAYOUT AND PERMITTED INFORMATION

The information provided on a street name sign, or sign assembly, shall be as follows:

- (a) *Information on the street name sign* - This information shall be limited to:
 - (i) the street name and street type, or its abbreviation, eg. RD, ST (essential);
 - (ii) property numbers for one block in one or both directions (optional);
 - (iii) the local government area name (optional); and
 - (iv) the local government logo (optional, see Clause 2.4).
- (b) *Information on an optional supplementary plate* - A supplementary plate may be installed directly below the street name sign. The information on the plate shall be limited to:
 - (i) property numbers for one block in one or both directions;
 - (ii) 'NO THROUGH ROAD'; or
 - (iii) 'TO (name of remote street)'.

This information shall be arranged on the signs and plates as shown in Figures 2.1 and 2.2. In all cases, it is important to ensure that the sign layout is simple, and that nothing in the combination of sign elements prevents the street name from being clearly discernible at the appropriate distance.

NOTES:

1. Guidelines for the selection of suitable names for streets and the street type are given in Appendix A.
2. The adoption of names will normally require the approval of the Geographic Data Services, Department of Natural Resources.

The street type abbreviation (eg. ST, RD) shall be the same letter series as the rest of the street name. For road user recognition, it is preferable that the street type abbreviation is the same letter height as the rest of the street name. However, where space is critical, it is preferable to reduce the height of the abbreviation rather than to use a narrower letter series for the name of the street.

Use of property numbers is recommended wherever a street extends across at least one arterial road intersection.

Signs in the G5 series (except Sign G5-11, see Clause 2.11.2) shall not include an arrow or any other indication of direction.

2.4 LOGOS ON SIGNS

Where it is desired to use a local government authority or other authority logo on a street name sign, the following requirements and recommendations apply:

- (a) The logo shall be located at the support end of an end-supported sign.
- (b) The logo should be separated from the street name, or street type abbreviation, by at least 60 mm.
- (c) Where a street name can be accommodated on a sign in Series D letters without a logo, a logo shall only be used on the sign if the street name can continue to be shown in Series D letters.
- (d) A logo is not recommended where it would result in the narrowing of the letters in the street name.
- (e) The logo should be selected to avoid corrupting the essential information on the sign by inappropriate design, colour or spacing within the overall legend layout. Use of a prominent letter should be avoided, particularly where this may be perceived to be part of the street name.

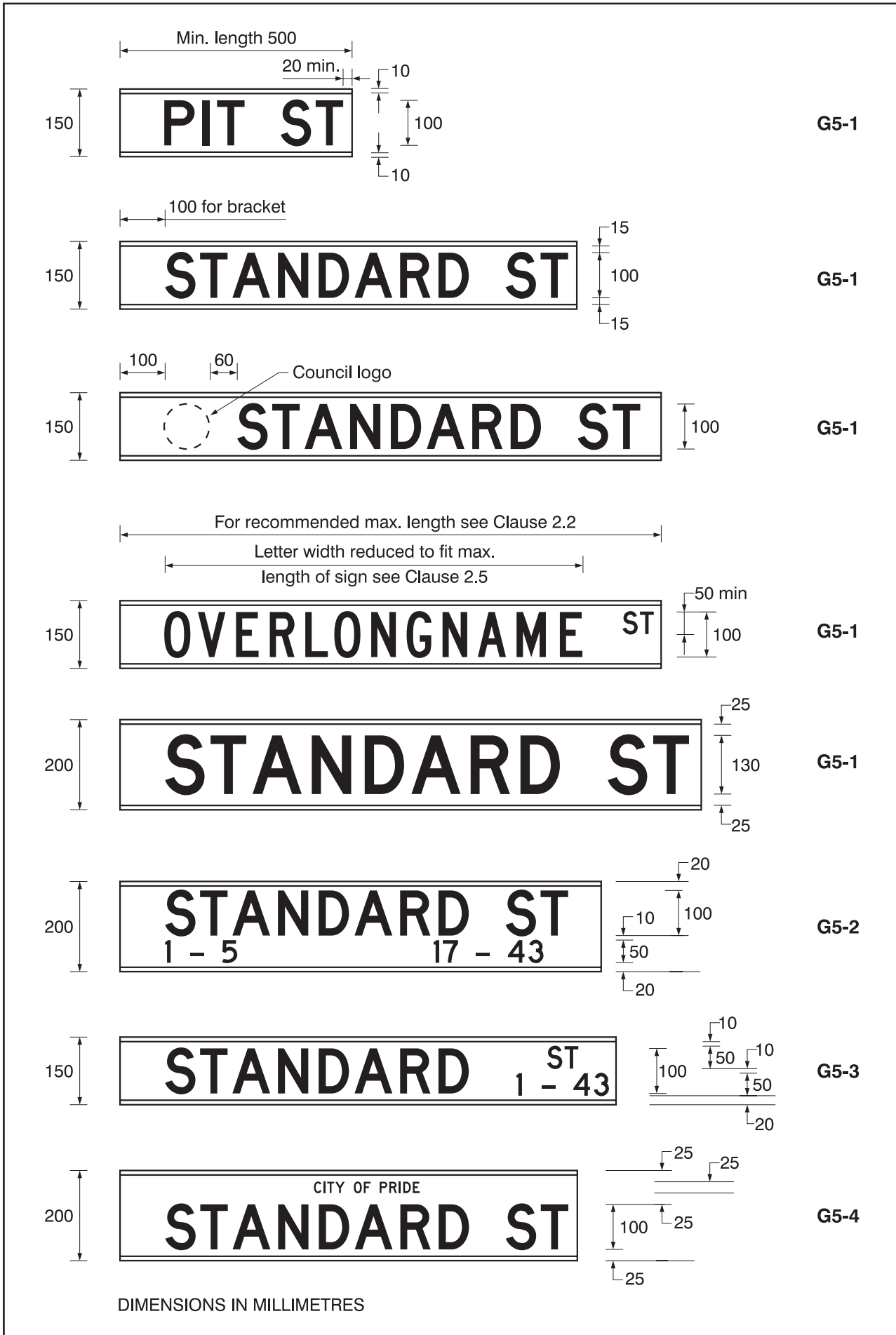


Figure 2.1 STREET NAME SIGNS

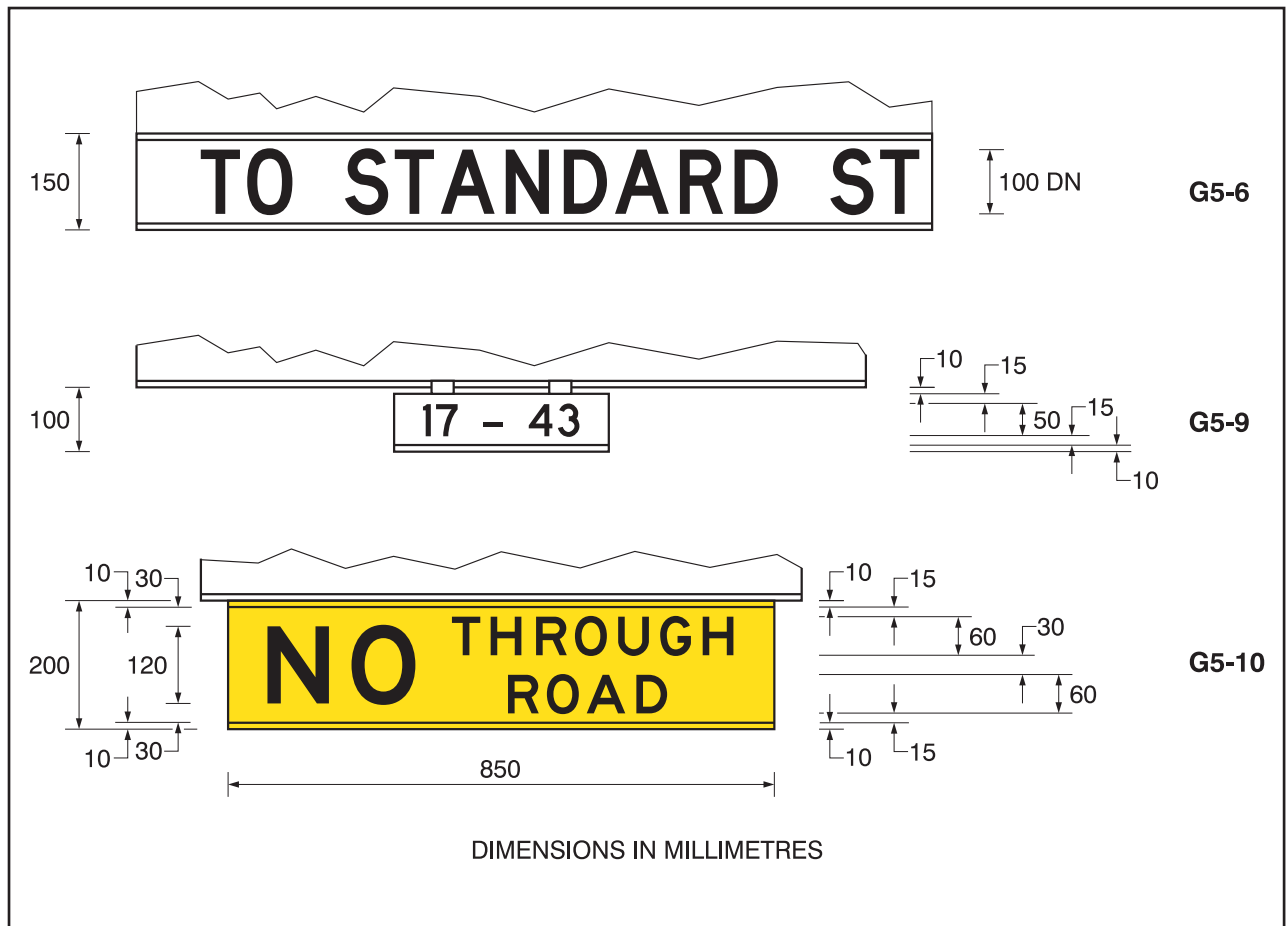


Figure 2.2 SUPPLEMENTARY STREET NAME SIGNS

2.5 LETTERING AND NUMERALS

Letters and numerals for the street name, property numbers and all legends on the supplementary plates shall be Series D, as specified in AS 1744. Should this result in an overlength sign, the use of narrower lettering is permissible, provided that the letters are no narrower than Series C.

The street name should be placed on one line wherever practicable, but may be placed on two lines if necessary, to meet the specified letter series and letter height requirement.

Minimum letter heights shall be as given in Table 2.1.

Table 2.1 LETTER HEIGHTS FOR STREET NAME SIGNS

Detail	Traffic speed less than 90 km/hr	Traffic speed 90 km/hr or more. Also recommended where traffic speeds are 70 to 90 km/hr
Street name	100mm	130mm
Property numbers and street type (or its abbreviation)	50mm	65mm
Local government authority name	25mm	* (see note below)

* NOTE: At these higher speeds optional information as set out in Clause 2.3 (a)(iii) and (iv) is unlikely to be noticed and its inclusion is not recommended. Should it be included, the letter heights should be proportionally greater than those for the lower speed roads.

If abbreviations are used, they should be as follows:

Arcade	ARC	Grove	GR
Avenue.....	AV	Highway	HWY
Boulevard	BVD	Junction	JNC
Brace, Brac.....	BR	Lane	LA
Chase	CH	Parade.....	PDE
Circuit.....	CCT	Parkway.....	PWY
Circle, Cirlet, Circus.....	CIR	Place, Plaza.....	PL
Close	CL	Promenade.....	PRM
Corner.....	CNR	Quay.....	QY
Court.....	CT	Road.....	RD
Crescent	CR	Square.....	SQ
Drive	DR	Street.....	ST
Esplanade.....	ESP	Terrace	TCE
Expressway.....	EXP	Walk	WK
Freeway	FWY	Way (not usually abbreviated)	WY
Gardens.....	GDN		

2.6 COLOUR

The recommended colour for street name signs, including supplementary plates, is a black legend on a white background. Where it is desired to depart from this recommendation, the following requirements shall be observed:

- (a) Colours for legends and background shall be restricted to the combinations permitted in Table 2.2. This Table is based on requirements for adequate legend/background contrast, adequate night legibility and adequate contrast with typical background colours.

Table 2.2 COLOURS OF SIGN BACKGROUND AND STREET NAME

Legend	Background					
	White	Yellow	Standard Green	Blue	Brown	Black
White	–	NO (3)	YES (5)	YES (5)	NO (2,4)	NO (2,4)
Yellow	NO (3)	–	NO (2)	NO (2,3)	NO (2,4)	NO (4)
Standard Green	YES (1)	YES (1)	–	NO (3)	NO (3)	NO (3)
Blue	YES (1)	YES (1)	NO (3)	–	NO (3)	NO (3)
Brown	YES (1)	YES (1)	NO (3)	NO (3)	–	NO (3)
Black	YES (1)	YES (1,6)	NO (3)	NO (3)	NO (3)	–

NOTES:

- (1) Legend shall be non-reflectorised.
- (2) Not suitable for street name. May be used for local government name or logo.
- (3) Inadequate contrast between colours.
- (4) Sign will not be sufficiently conspicuous.
- (5) Background shall be reflectorised.
- (6) Use of this combination, in conjunction with the NO THROUGH ROAD sign (see item (e) below), may compromise the warning impact of the latter.

- (b) Red shall not be used for a background colour or for the street name letters, as red is reserved for signs relating to potentially hazardous situations. Red may be used for the name of the local government authority, but again, this is not recommended.
- (c) The colour of retroreflective materials shall conform to those specified in AS/NZS 1906.1
- (d) The colours of non-retroreflective materials and surface finishes shall be a close approximation to the following colours as specified in AS 2700:

Blue	Rich blue-B11
Standard Green	Holly green-G12
Brown	Brown-X54

- (e) Supplementary plates shall have the same colour scheme as the parent sign, except that Sign G5-10, NO THROUGH ROAD (see Figure 2.2) shall have a black legend on a yellow background.

2.7 REFLECTORISATION AND ILLUMINATION

Street name signs shall be either reflectorised or internally illuminated.

As street name signs are mounted above the optimum height for illumination by vehicle headlights, they should be made using a retroreflective material which at least meets the photometric performance and other requirements of Class 1 material as specified in AS/NZS 1906.1.

This level of retroreflectivity also assists pedestrians, who may rely on ambient street lighting to illuminate the sign. If it is intended to reflectorise either the legend or background (but not both) the lighter of the two colours shall be reflectorised.

Internally illuminated signs shall be as visible and legible from a distance as signs using retroreflective material.

2.8 MOUNTING HEIGHT

Where street name signs are erected above footpaths, mounting heights shall be not less than 2.5 m and not more than 3.0 m, measured from ground level at the signpost to the underside of the lowest sign.

It is desirable, where two street name signs are to be carried on a single post, that they should not be mounted on the same horizontal plane. Only where maximum height is necessary to counter vandalism, should multiple fixings be mounted on the same level.

Where signs are erected other than above footpaths, ie. on a verge, traffic island, median, separator or on the side of a building, heights outside the range specified may be adopted to suit specific needs. However, caution should be exercised, as signs mounted at heights less than 2.5 m could be subjected to vandalism or traffic damage.

The visibility of signs mounted at heights above 3.0 m could be reduced under both day and night conditions.

In urban areas on kerbed roads the sign should be set a minimum of 2.0 m above the top of the kerb to prevent obstruction to occasional pedestrians.

2.9 LOCATION

2.9.1 General

Street name signs should be located as near as practicable to the intersection and shall be clearly visible, by day and night.

If there is a policy to place signs on the sides of buildings in a particular area, steps should be taken to ensure that, in that area, all signs that can reasonably be placed on the sides of buildings are so placed.

2.9.2 Lateral placement

Lateral placement is measured from the part of the post or end of the sign nearest the road and should be as follows:

- (a) *Urban* - On kerbed roads in urban areas, signs should be located not less than 300 mm back from the face of the kerb. Where mountable or semi-mountable kerbs are used, eg. on traffic islands, the minimum clearance should be 500 mm. On urban roads which have no kerbs, or on certain arterial roads designed for high speed traffic movement, the distances given in (b) below may be more appropriate.
- (b) *Rural* - On roads with no kerbs in rural areas the sign and its post should be at least 600 mm clear of the outer edge of the road shoulder, line of guide posts or face of guardrail.

2.9.3 Preferred locations

The number and placement of street name signs required to give adequate information to the road user, depends on the configuration of the road and the intersection, and on visibility constraints. Some common examples are given below. For other road and intersection configurations sufficient signing to guide a road user without any local knowledge should be the aim. Where side and main road names are mounted on one post the side road name shall be mounted below the main road name.

Examples of various configurations are as follows:

2.9.3.1 Intersection of minor streets

A sign showing the name of each street at position (1) in Figure 2.3 is sufficient, except that where the name of the street changes, another sign at position (2) should be provided.

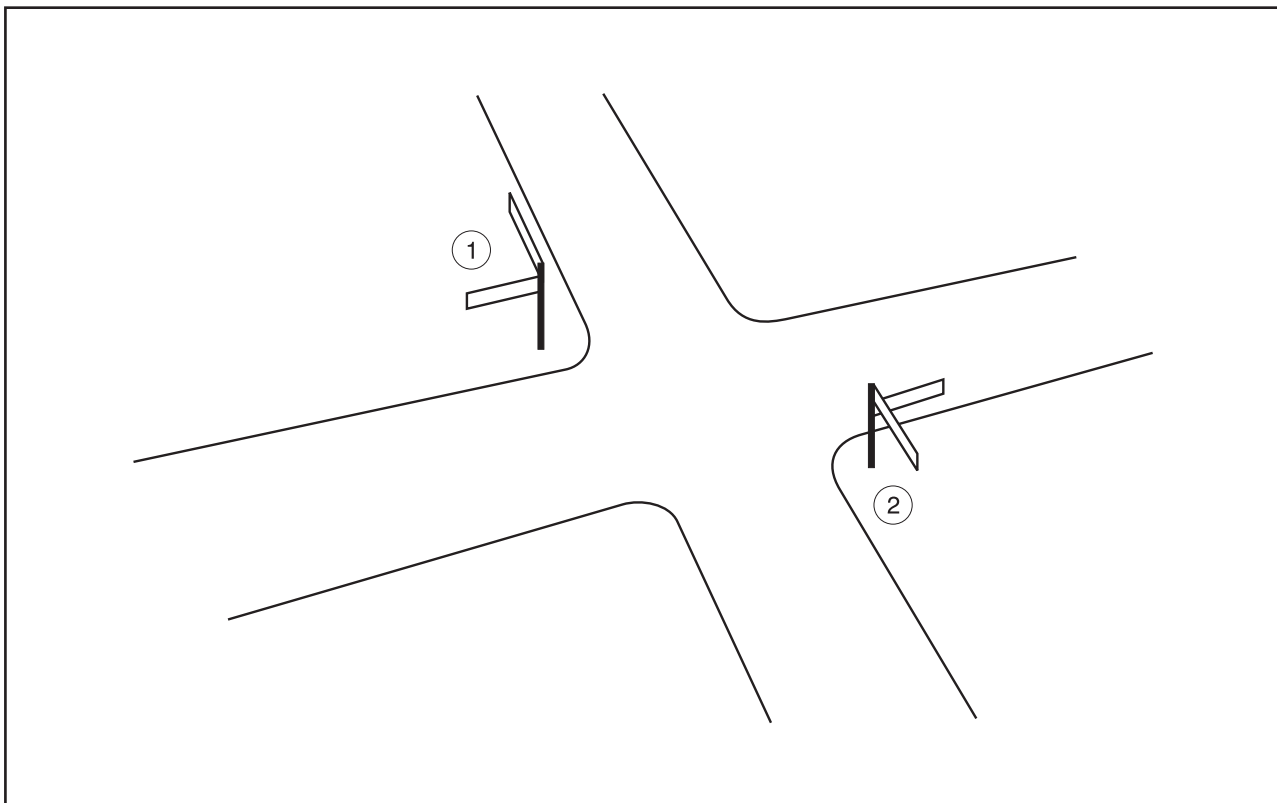


Figure 2.3 INTERSECTION OF MINOR STREETS

2.9.3.2 T-junctions – minor street with undivided major street

The name of the minor street should be provided at position (1) in Fig. 2.4, and the name of the major street, if required, at position (2). An additional minor street sign may also be provided at position (2).

Advance street name signs (G2-2 or G2-5) should be used at position (1A) in advance of junctions of collector streets with major streets, particularly where the junction is signalised. Refer Clause 2.11.1.

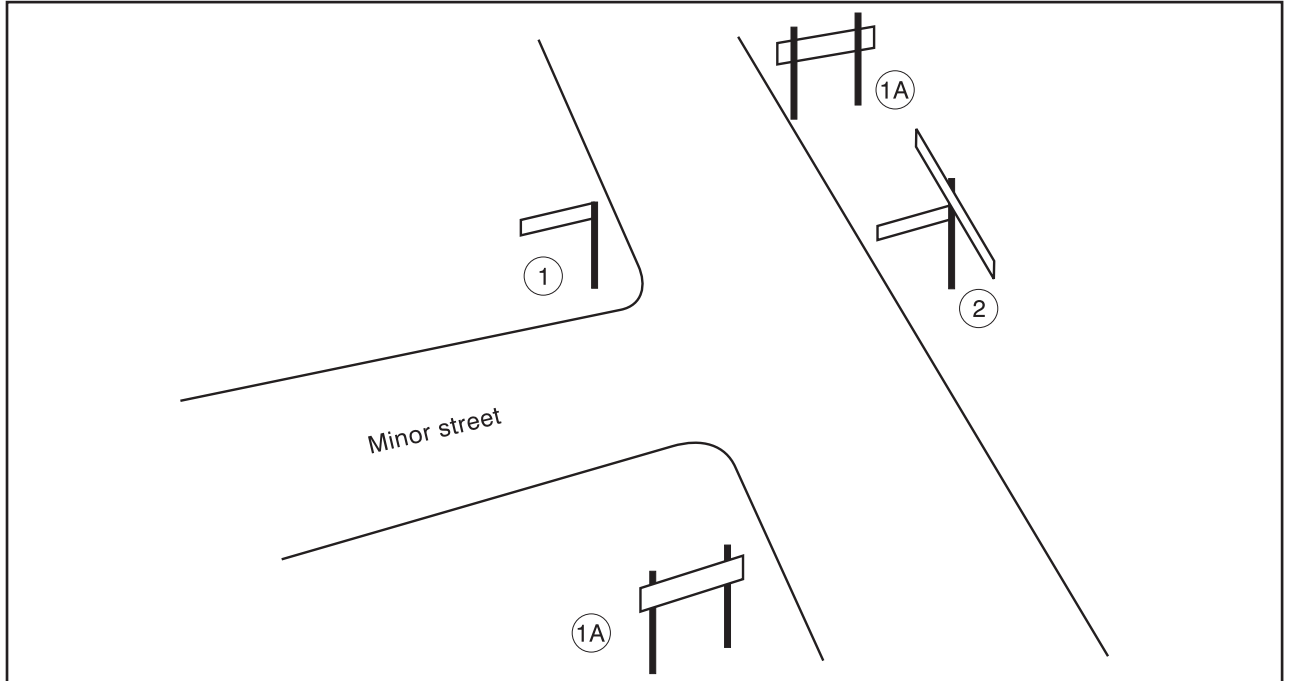


Figure 2.4 T-JUNCTIONS -MINOR STREET WITH UNDIVIDED MAJOR STREET

2.9.3.3 Intersection of minor street with undivided major street

Minor street names should be provided at positions (1) and (2) in Fig.2.5. The major street name, if required, should be provided at position (1). However, if the major street name is not visible from both minor street approaches, it should also be provided at position (2).

Advance street name signs (G2-2 or G2-5) should be used at position (1A) in advance of intersections of collector streets with major streets, particularly where the intersection is signalised. Refer Clause 2.11.1.

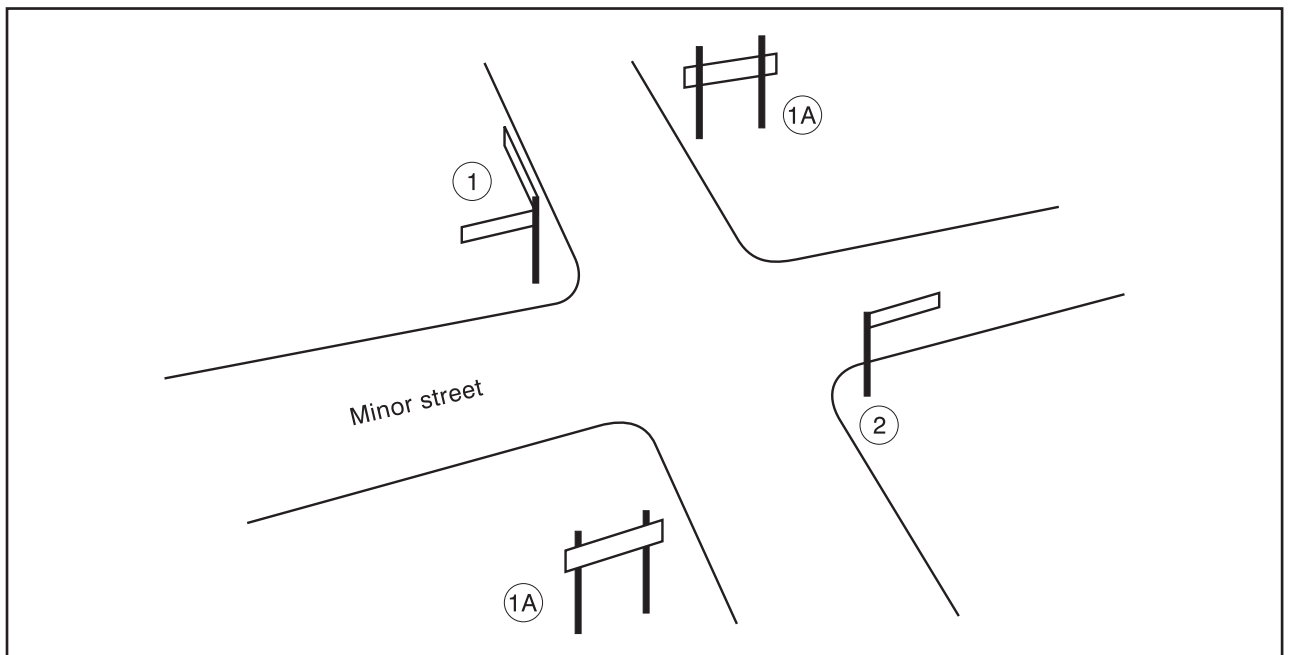


Figure 2.5 INTERSECTION OF MINOR STREET WITH UNDIVIDED MAJOR STREET

2.9.3.4 Intersection of undivided major streets

The appropriate street names should be provided at positions (1), (2), (3) and (4) in Figure 2.6.

Advance street name signs (G2-2 or G2-5) should be used at positions (1A) and (2A) in advance of intersections of major streets. Refer Clause 2.11.1.

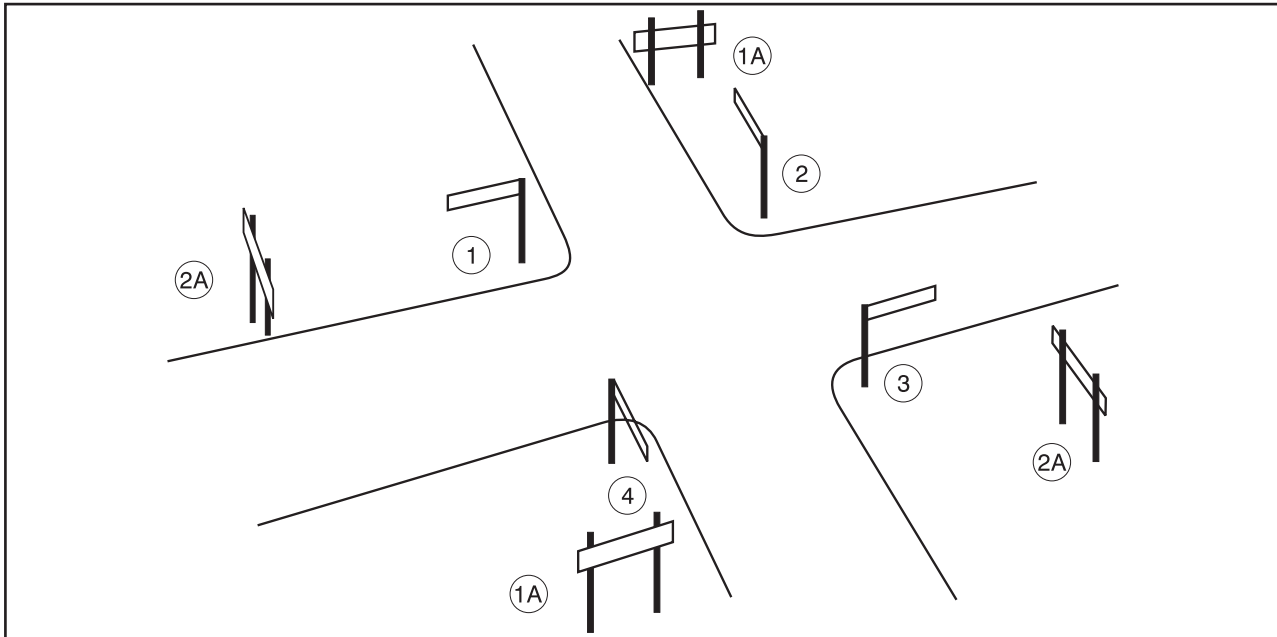


Figure 2.6 INTERSECTION OF UNDIVIDED MAJOR STREET

2.9.3.5 Divided major street intersection with median opening

Where the minor street name is the same on both sides of the intersection, street name signs should be provided at positions (1) or (1A) in Fig 2.7. If the street name changes, additional signs may be provided at positions (2) and (3). If the major street name is required, it may be provided on both sides of the intersection at position (1) or (1A).

Advance street name signs (G2-2 or G2-5) should be used at positions (2A) and (3A). Refer Clause 2.11.1. Street name signs at positions (2) and (3) would not then normally be necessary. Where advance street name signs are unable to be mounted in the median, they may be erected on the left side of the roadway.

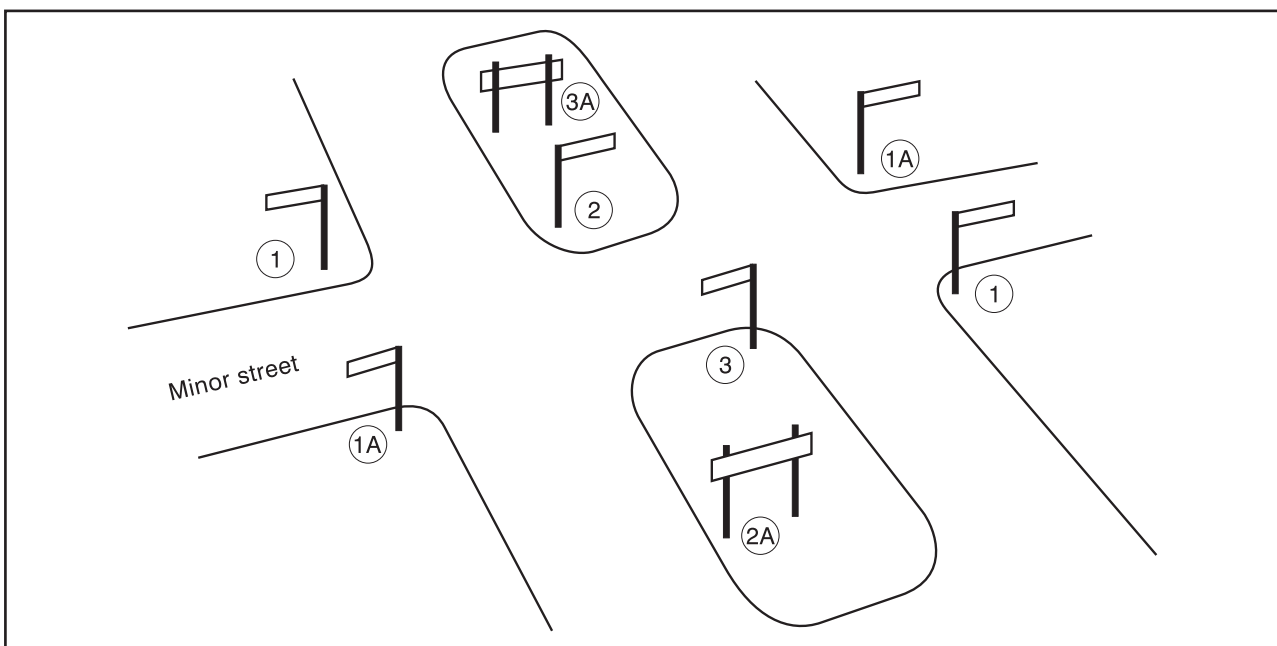


Figure 2.7 DIVIDED MAJOR STREET INTERSECTION WITH MEDIAN OPENING

2.9.3.6 Divided major street T-junction with median opening

The minor street name should always be provided at position (1) or (1A) in Fig 2.8. Additional minor street signs may be provided at position (2) or (3). If the major street name is required, it should normally be provided at position (3).

Advance street name sign (G2-2 or G2-5) should be used at positions (2A) and (3A). Refer Clause 2.11.1. Street name signs at positions (2) and (3) would then not normally be necessary. Where advance street name signs are unable to be mounted in the median, they may be erected on the left side of the roadway.

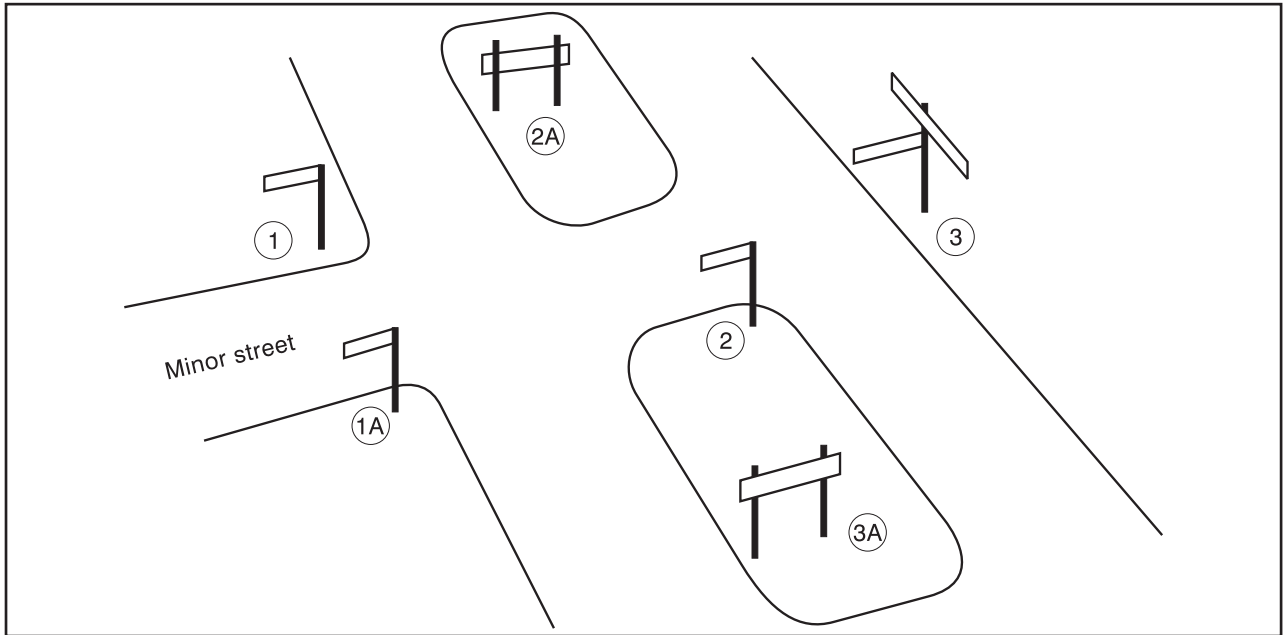


Figure 2.8 DIVIDED MAJOR STREET T-JUNCTION WITH MEDIAN OPENING

2.9.3.7 Divided major street T-junction without median opening

A street name sign should be provided at position (1) or (1A) in Fig.2.9. A further sign may be provided at position (2) for the benefit of far side traffic if the median is wide and legibility across the median is restricted.

An advance street name sign G2-2 or G2-5, if required, may be used at position (2A). Refer Clause 2.11.1. Where this sign is unable to be mounted in the median, it may be erected on the left side of the roadway.

Additional guide signing may be provided for the benefit of far side traffic, where appropriate (see Clause 2.11).

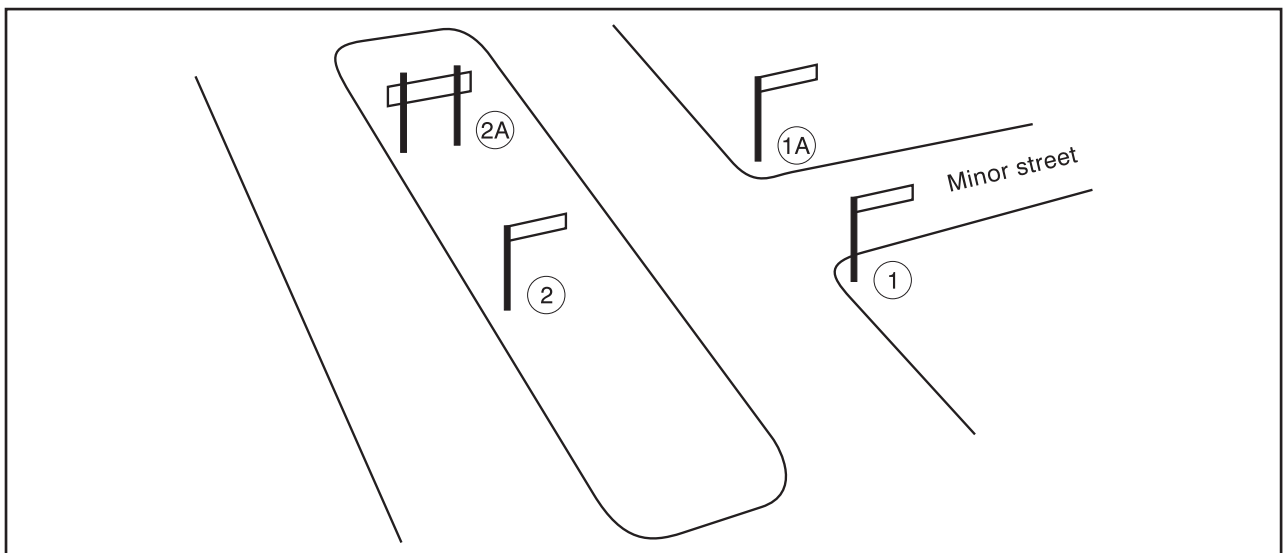


Figure 2.9 DIVIDED MAJOR STREET T-JUNCTION WITHOUT MEDIAN OPENING

2.9.3.8 Intersection of a minor street with a service road

A minor street name sign should be provided at position (1) or (1A) in Fig.2.10. A further sign or signs of the G5-6 type should be provided at the preceding outer separator opening at position (2) indicating name of street reached via that opening. Where more than one minor street is reached by the opening, the signVIA SERVICE ROAD, G5.11 (see Clause 2.11) should be used.

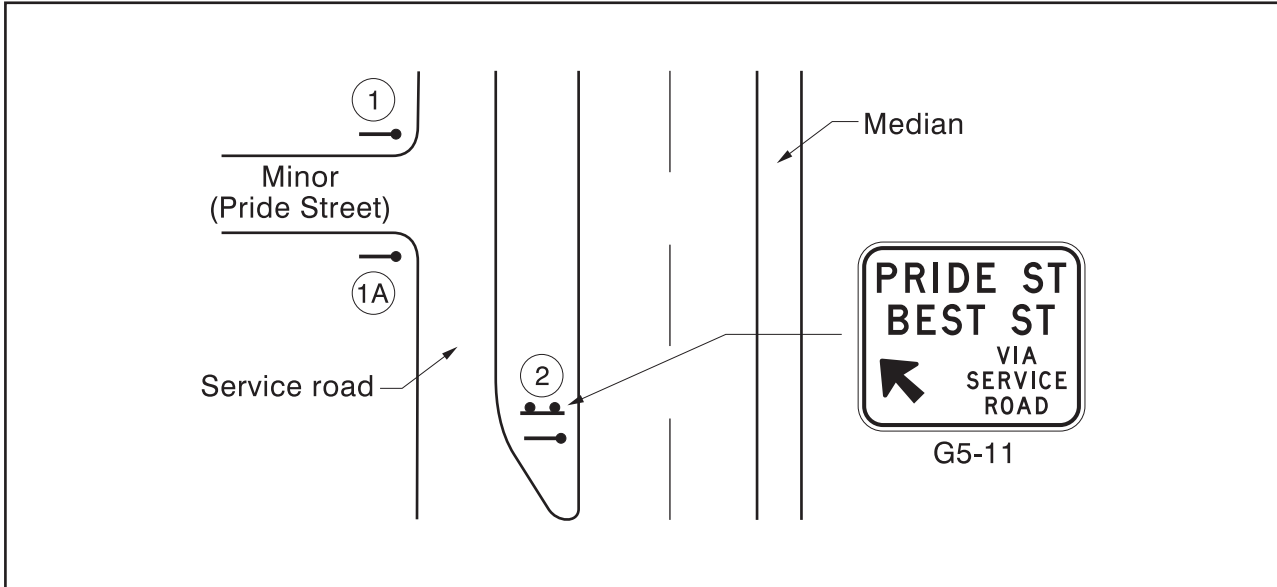


Figure 2.10 INTERSECTION OF A MINOR STREET WITH A SERVICE ROAD

2.9.3.9 Roundabouts

At very small roundabouts on minor streets, the treatment set out in Clause 2.9.3.1 may be sufficient. If this is inadequate, the treatment shown in Figure 2.12 may be used where improved signing is required. In this case, street names shall either be provided at each exit from the roundabout, or mounted in the centre of the island if it is small enough for signs to be conspicuous and legible to road users approaching the roundabout. Where located at the exit, the signs may be located either on the left side of the exit or on the splitter island if provided, (see Clause 2.2).

2.10 ORIENTATION

Street name signs shall be oriented at right angles to the direction of approaching traffic. At locations where the named street intersects the main street at a skewed angle as shown in Figure 2.11, the sign will not point directly along the named street. This is necessary for the street name sign to be read from both approach directions. In such cases, the location for the sign should be selected to avoid any potential confusion.

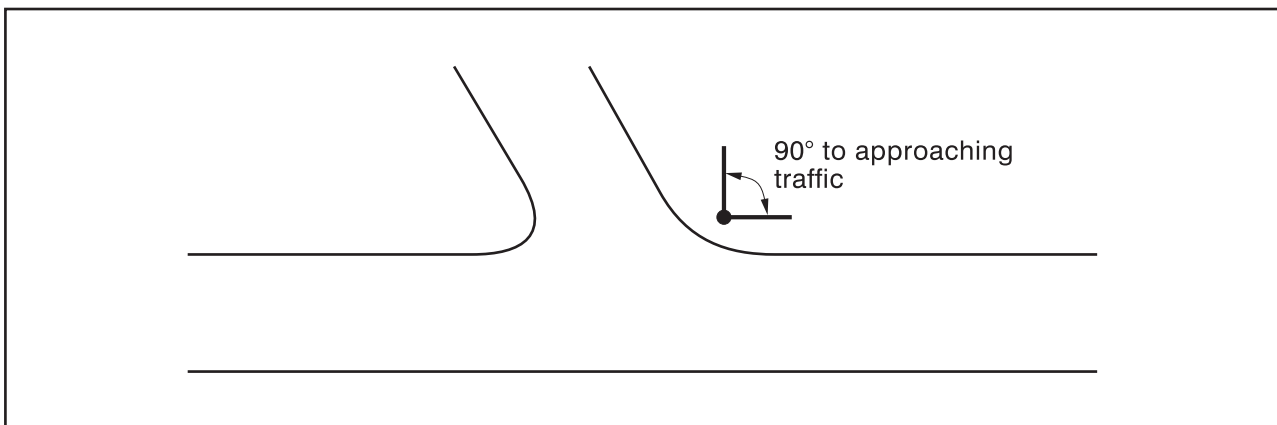
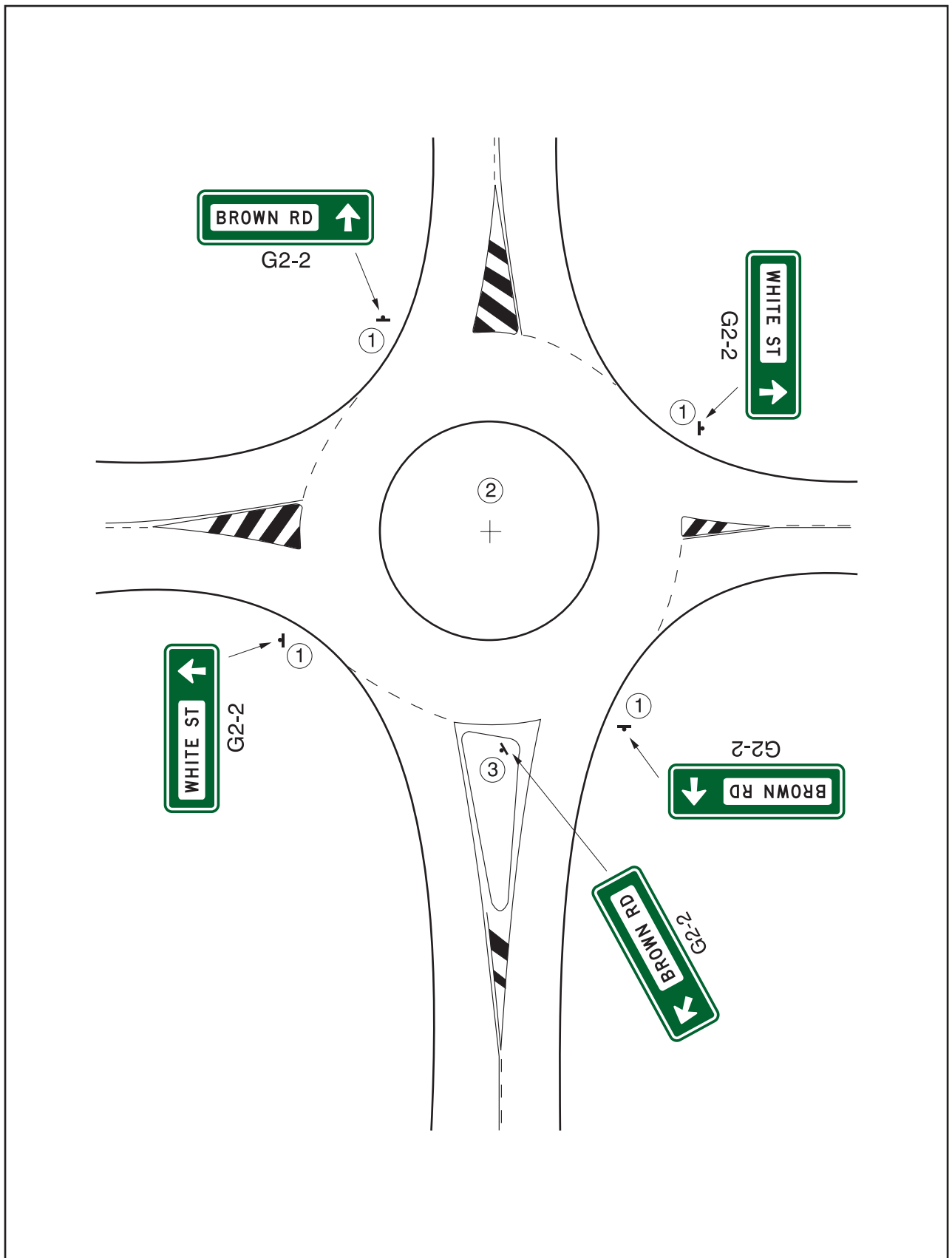


Figure 2.11 SIGN ORIENTATION AT A SKEW INTERSECTION



NOTES:

1. Normal position - G2 series signs are required in these positions. G5-1 signs may be used in lieu of G2 series signs at a small roundabout.
2. Alternative position (see Clause 2.9.3(i)) - G5 series signs may be used in this position.
3. Alternative positions (see Clause 2.9.3(i)) - G2 series signs are required in these positions.

Figure 2.12 PROVISION OF ADDITIONAL STREET NAME SIGNS AT A LARGE ROUNDABOUT

2.11 ADDITIONAL STREET NAMING ON ARTERIAL ROADS IN URBAN AREAS

2.11.1 Advance street name signing

Advance street name signing should be provided on arterial roads for all side and cross streets leading from them. Such signing should take one of the following forms:

- (a) *Major intersections.* Where the side or cross street is also an arterial road or in some cases an important sub-arterial or collector street, and advance direction signs of the G1 type (see Part 2 of this Manual), including roundabout diagrammatic signs, are provided, street names should be included at least for the intersecting street(s) along with the destination names, or by themselves if there is no destination name.
- (b) *Minor intersections.* Where it is desired to give advance warning of minor intersecting streets, signs should be of the G2-2 or G2-5 type with street names only. In this case, the advance street name sign should be located about 100 m before an intersection.

The illustrations in Figure 2.13 show some alternatives available for use at T and cross intersections, both without and with a minor street name change across the intersection.

Where an intersection or junction series warning sign in the W2 Series is warranted in advance of the intersection in accordance with the requirements and guidelines given in Part 2 of this Manual, the warning sign may be mounted in conjunction with the G2-2 or G2-5 sign.

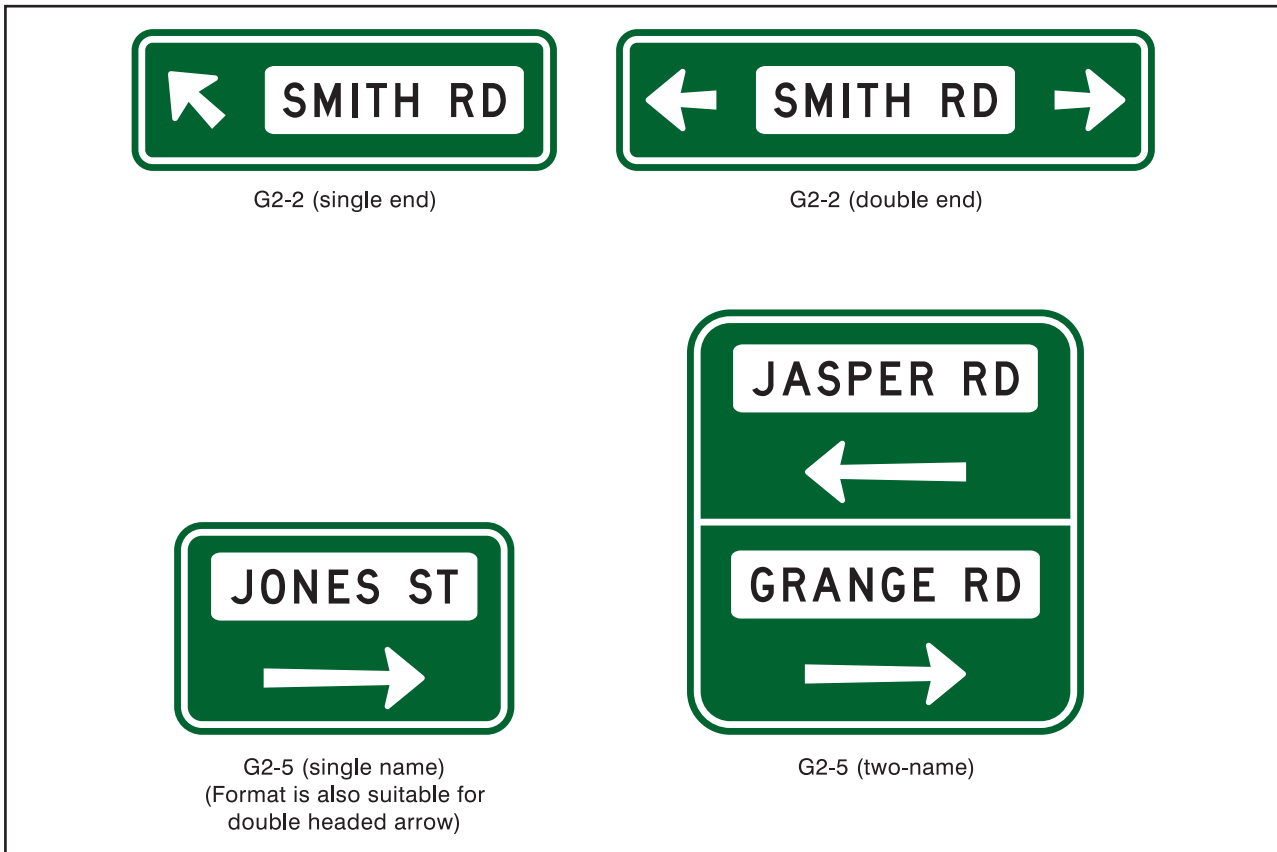


Figure 2.13 ADVANCE STREET NAME SIGNING

- (c) *Signs at deceleration lanes.* Where a deceleration lane is provided for turning traffic in advance of an intersection, a G2-2 or G2-5 sign should be provided at the start of the additional lane, to advise motorists of the name of the street to which the lane leads.

Where a G2-2 or G2-5 sign cannot be installed, due to lack of space on the median, the letter height of the G5 series sign at the intersection should be increased by 30 to 50 percent, so that it may be legible in time for a motorist to use the deceleration lane (to compensate for the lack of an advance sign). Alternatively, the advance street name sign may be erected on the left side of the roadway.

A G2-2 or G2-5 sign at the start of the deceleration lane may not be required if there is an advance direction sign (G1 Series) provided for the intersection.

2.11.2 Signs for service road openings

Where a service road opening is provided other than directly opposite a side street which it serves exclusively, the sign... VIA SERVICE ROAD, (G5-11) Figure 2.14, shall be used to indicate the minor street or streets leading off the service road which can be reached via the opening. The sign should be located in the position (2) on Figure 2.10, so as to be clearly visible to traffic on the through roadway. Where the opening serves only one side street, the G5-6 sign (see Figure 2.2) may be substituted.



Figure 2.14 SIGNS FOR SERVICE ROAD OPENINGS

2.11.3 Signs within major intersections

Signs of the G2, intersection direction type (see Part 2 of this Manual) provided within intersections to guide turning traffic shall show street names as well as destination names, or street names alone where appropriate. These signs are in addition to, and do not replace signs in the G5 series otherwise required by this Manual.

Street name signs may be further supplemented by the attachment of G2-3 type signs, Fig. 2.15, to traffic signal mast arms where they are appropriately located.

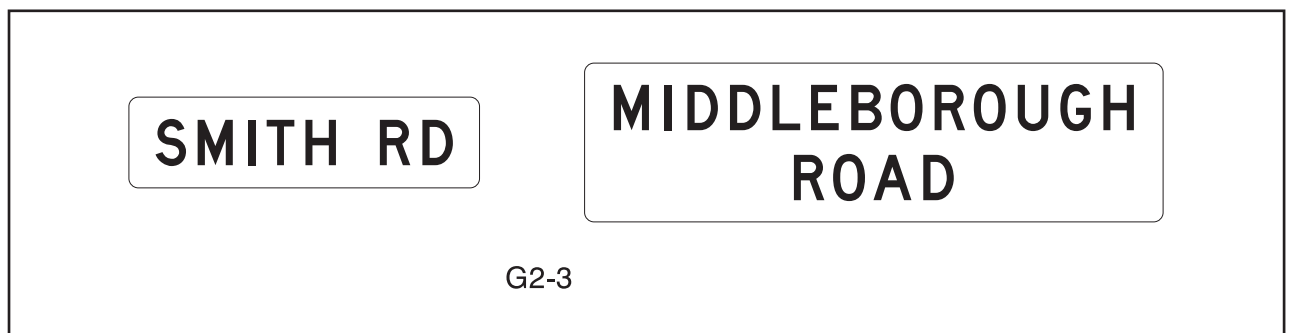


Figure 2.15 SIGNS WITHIN MAJOR INTERSECTIONS

2.11.4 Signs at large roundabouts

Signs of the type G2-2 and G2-5 (see Clause 2.11.1) shall be used to indicate street names at each exit from a large roundabout as required in Clause 2.9.3.9 and illustrated in Figure 2.12.

At roundabouts on major roads a G2-2 or G2-5 sign incorporating both a street name and a destination name may be required (see Part 2 of this Manual).

2.11.5 Cross street naming at grade separations

Signs showing the names of streets crossing an arterial road at a grade separation where there are no connections, should be placed on the overpass structure or side mounted near the underpass by use of a G2-3 sign. Legend for overhead signs on structures should be 200EM.

SECTION 3. HOUSE NUMBER SIGNS ON KERBS

3.1 GENERAL REQUIREMENTS

Where house or property number signs are to be placed on kerbs or paved driveways the following requirements shall be observed:

- (a) The signs shall comprise numerals (and letter or arrow where required) which are either black or one of the colours specified in Clause 2.6(d) on a white retroreflective background.
- (b) The numerals (and letter when required) shall be as a minimum, 75 mm Series D or a similar sans-serif numeral (letter) style having at least the same numeral width and stroke width. An arrow, where required, shall be the same height as the numerals.
- (c) The background shall comprise as a minimum, a rectangle which extends at least 10 mm beyond the limit of the numerals both vertically and horizontally.
- (d) The signs shall be located either on the kerb or on the driveway as follows:
 - (i) *On kerbs* Each sign shall be placed as high as practicable on the vertical face of barrier type kerbs and as near to the top of mountable type kerbs as practicable.
 - (ii) *On driveways* Each sign shall be placed on the surface of the driveway in a position where, as far as practicable it will be clear of wheel tracks but close to the kerb line.

The selection of Method (i) and (ii) above should be consistent in an area.

3.2 APPLICATION

The construction of house number signs and their method of application to kerbs is not specified. Users are, however, advised to consider carefully the choice of retroreflective material having regard to the distances and angles at which the signs are to be viewed, and to consider the durability of all of the required materials when used in this application.

3.3 LOCATION

The following requirements and recommendations apply to the location of kerb numbers:

- (a) *Driveway in the street of address* If the number is placed on the kerb, it should be on the same side of the driveway as the house or building and as close to the driveway as possible to avoid being obscured by parked vehicles.
- (b) *No driveway in the street of address* The number should be placed in the best position to identify the property, e.g. at the front gate or door, at the letterbox or in the centre of the property.
- (c) *Corner properties* The number shall be displayed only in the street of address regardless of which way the property faces. It shall be placed in that street clear of any kerb return at the intersection.
- (d) *Battle-axe blocks* Numbers referring to the rear property or properties shall include an upward pointing arrow and shall be placed on the access driveway or as close as possible to the access driveway with the arrow on the same side of the number as the driveway.

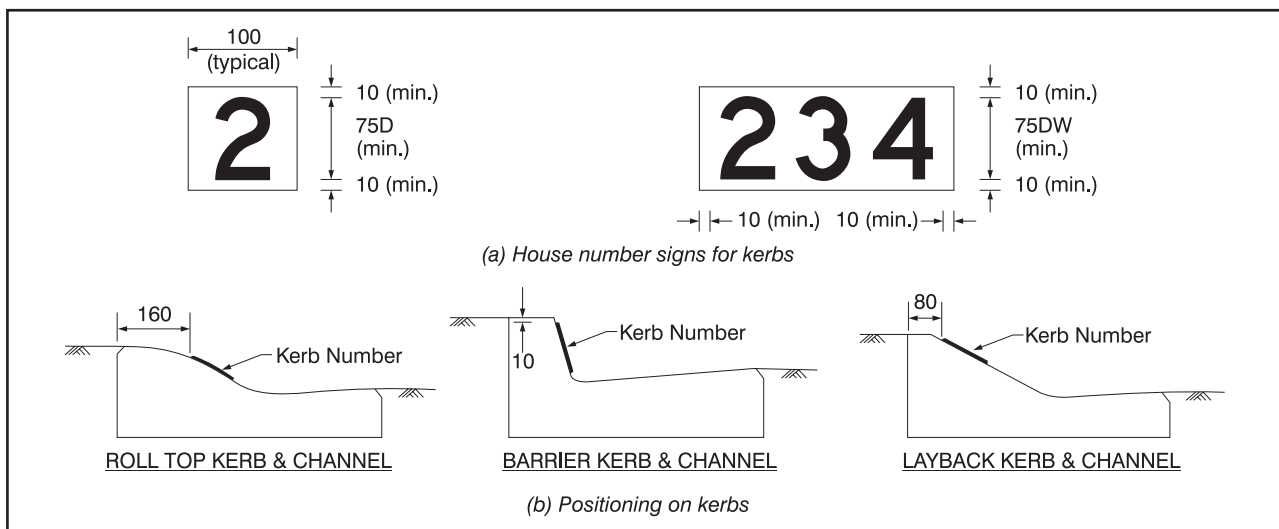


Figure 3.1 HOUSE NUMBER SIGNS: TYPICAL DESIGN AND POSITIONING ON KERBS

SECTION 4. COMMUNITY FACILITY NAME SIGNS

4.1 GENERAL

For the purposes of this Clause, community facilities are described as facilities, generally of a non-commercial nature, which are likely to be sought by significant numbers of strangers to a district. Inclusion of group commercial centres, such as shopping centres, is acceptable, but not individual commercial establishments. Typical of facilities which could meet this description are:

- Airports
- Churches and religious institutions
- Civic centres
- Hospitals
- Municipal offices, depots and tips
- Other non-profit institutions
- Police
- Post offices
- Railway stations
- Shopping centres
- Sporting and recreational grounds and facilities
- Tertiary education institutions
- Town halls

Primary and secondary schools would normally only be included if they have some special facility sought by large numbers of strangers to the district.

As specific facilities are likely to be sought by name, the shortest name by which the facility is commonly known should be shown on signs. A denominational name may be included on signs indicating churches.

Signing of facilities which are primarily of interest to tourists is dealt with in Part 6 of this Manual.

4.2 AVOIDING SIGN PROLIFERATION

A proliferation of community facility name signs, together with a street name sign at the same location can render all of the signs ineffective, as motorists will have difficulty scanning all the information and making decisions within the time available. There will always be pressure for additional community facility name signs, including signs directing people to facilities with limited patronage and individual facilities of a commercial nature. Often it is not appreciated by proponents of these signs that there are more effective ways of assisting people to reach their destination, such as providing a clear address, a street directory reference or a map on their stationery or publicity material.

Even in large urban areas where people are not familiar with all districts, street directories are available to the majority of road users. These directories usually show property numbers along major roads as well as the locations of significant community facilities. As community facilities are usually known by their street addresses as well as by their name, the most useful way of assisting road users to reach community facilities is to ensure that street name signs are provided in accordance with Section 2. Road users are then able to use those signs in conjunction with the street directory or other available advice.

To maintain the effectiveness of community facility signing, the following guidelines are recommended:

- (a) Where a community facility abuts a major road, signing other than on the property should not be provided.
- (b) Where a community facility abuts a street which runs directly off a major road, no signing should be provided to it unless there may be uncertainty about the direction to take, as may be the case where the street name is the same on both sides of the major road.
- (c) A desirable maximum of two facilities and an absolute maximum of three facilities should be signposted at any one location.

4.3 SHAPE, SIZE AND PERMITTED INFORMATION

Community facility name signs shall be rectangular with the long axis horizontal. Ends shall be cut square. For requirements and guidance on the length of signs, refer to Clause 2.2.

The sign shall contain the name of the facility and a chevron pointing horizontally in the general direction of the facility, as shown in Figure 4.1. Where a chevron does not adequately indicate the direction, it may be replaced by an arrow, pointing up or out at 45 degrees, as appropriate. The distance in kilometres may be indicated by a whole number adjacent to the concave side of the chevron. A logo which will assist in identifying the facility or type of service may be permitted on the sign. Logos advertising sponsor's names or products for sale should not be permitted.

Where the facility name requires only one line, the minimum depth of the sign shall be 150 mm (with a minimum depth of 130 mm reflectorised) and the letter height shall be at least 100 mm. Where two lines are required, the sign should comprise 2 x 150 mm depth signs mounted together as illustrated in Figure 4.1 (Sign No. G5-14) or a fabricated sign 300 mm deep, eg. comprising a flat sheet with extrusions clamped to top and bottom.

Lettering shall be Series D, as specified in AS 1744, except that where this would result in a sign longer than 1200 mm, the sign shall be 1200 mm long and the lettering made proportionally narrower to fit the available width. The lettering shall not be narrower than Series C.

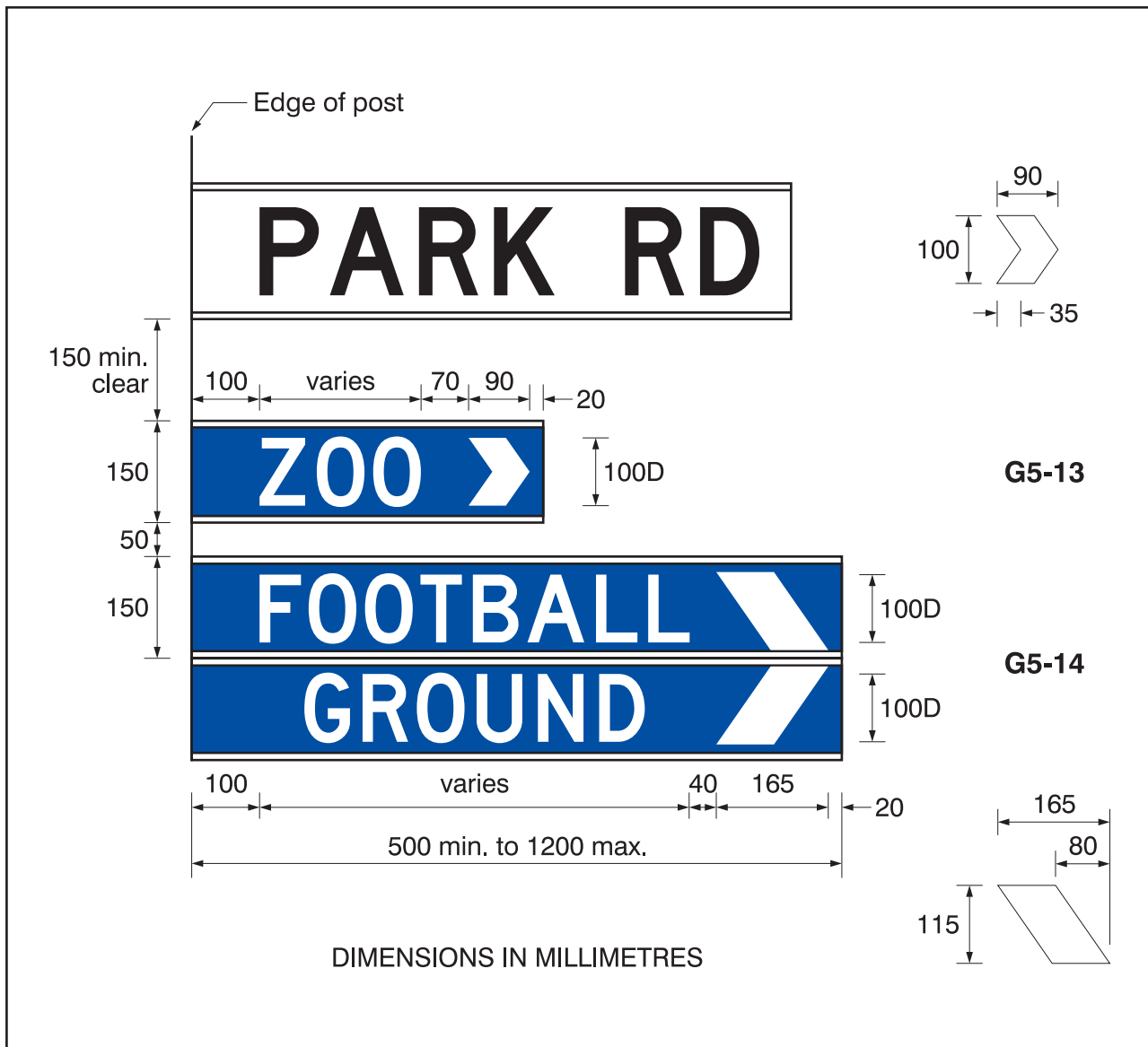


Figure 4.1 COMMUNITY FACILITY NAME SIGNS

4.4 MOUNTING HEIGHT

The mounting heights given in Clause 2.8 shall apply. Where community facility name signs or similar signs are installed on the same post as a street name sign, the street name sign shall be located above the other signs and there should be a clearance of at least 150 mm between the bottom of the street name sign (or supplementary plate if used) and the top of any other sign.

4.5 OTHER REQUIREMENTS

4.5.1 Location and orientation

All community facility name signs at an intersection should be installed on the one post which should be the same post that supports the street name sign. Signs indicating the route to a facility start at a side road intersection on a major road. If the route involves a turn at a subsequent intersection, the sign should be repeated at that location. Signing should generally commence at only one point off the major road network, unless the facility generates an appreciable amount of traffic from two or more widely separated points on major roads.

The signs shall be oriented to align with the street name sign (see Clause 2.9).

4.5.2 Colours and reflectivity

Community facility signs should have a white legend on a blue background. At least the legend and preferably both legend and background shall be reflectorised.

4.6 TOURIST FACILITIES

Where a facility is primarily of interest to tourists, signs similar to community facility name signs (typically an extruded aluminium blade) with a white legend on a brown background may be used. The other requirements of Clauses 4.1 to 4.5 shall apply, including the total number of signs at any one point.

This size of sign is only appropriate in speed environments of 60 km/h or less, or where the signs will be used principally by pedestrians. For other traffic speed environments or where the attraction is of major significance, signing to facilities which are primarily of interest to tourists should comply with Part 6 of this Manual.

4.7 PEDESTRIAN DIRECTION SIGNS

Where the pedestrian route to a community facility is different from the vehicular route, the community facility name sign should be designed according to the requirements for pedestrian direction signs, as described in Part 10 of this Manual. This involves the use of the pedestrian symbol at the opposite end of the sign to the chevron, pointing in the same direction as the chevron.

Where an extruded aluminium blade is used for this sign, the requirements of shape and size in Clause 4.3 above shall apply and the white border on the pedestrian direction sign may be deleted. The signs shall have a white legend on a blue background.

4.8 SIGNPOSTING TO MAJOR FACILITIES

For facilities which generate large amounts of traffic, such as universities, major sporting venues, large regional shopping centres and airports, conventional direction signing as described in Part 2 of this Manual may be needed to provide proper traffic management. This will incorporate the facility name on signs in the G1 and G2 series.

APPENDIX A

GUIDELINES FOR THE NAMING OF ROADS AND STREETS

(Informative)

A1 ROAD NAME SELECTION

A1.1 Uniqueness

Name duplication within a local government area should be avoided and, if possible, duplication of names in proximity to adjacent local government areas should also be avoided. However, roads crossing council boundaries should have a single and unique name.

Where a curved street such as a crescent loops back to the same road from which it started, the consequent existence of two nearby intersections with the same name pairs should be avoided, eg. by changing the name of the curved street part way along. This is particularly important if there is a road closure part way along the curved street.

A1.2 Sources

The following should be observed:

- (a) Preferred sources for road names include the following:
 - (i) Aboriginal names;
 - (ii) Local history;
 - (iii) Early explorers, pioneers, settlers;
 - (iv) War/casualty lists; or
 - (v) Thematic names such as flora, fauna or ships.
- (b) Names should be appropriate to the physical, historical or cultural character of the area concerned.
- (c) The origin of each name should be clearly stated and subsequently recorded.
- (d) The relevant Aboriginal authority should be consulted when choosing Aboriginal names, unless the local government authority has an agreed list of appropriate names.

A1.3 Propriety

The following should be observed:

- (a) Names of living persons should not be used.
- (b) Names which are characterised as follows should be avoided:
 - (i) Offensive or likely to give offence;
 - (ii) Incongruous or out of place; or
 - (iii) Commercial or company.

A1.4 Communication

In order to assist both the service providers, and the travelling public to read, understand and recognise names quickly and efficiently, the following should be observed:

- (a) Names should be reasonably easy to read, spell and pronounce.
- (b) Unduly long names, and names composed of two or more words, should be avoided, particularly:
 - (i) the use of given names should only be included with a family name where it is essential to identify an individual or avoid ambiguity;
 - (ii) whilst street and cul-de-sac names should have only one word, it is recognised that some roads require a two-word name because of their geographical relationship, eg. New England Highway; and
 - (iii) roads with double destination names should be progressively renamed.

A1.5 Spelling

The following should be observed:

- (a) Where it is intended that a road have the same name as a place or feature with an approved or accepted geographical name, particular care should be taken to ensure that the correct spelling is adopted, unless there are exceptional circumstances requiring a different spelling to be used.
- (b) Where names have been changed or corrupted by long established local usage, it is not usually advisable to attempt to restore the original form. The spelling which is sanctioned by general usage should be adopted.
- (c) Generally, road names proposed or approved should not contain abbreviations, eg. the 'Creek' in 'Wallaby Creek Road' should not be abbreviated. An exception to this is 'ST', which should always be used in place of 'Saint'.

A1.6 Form

The following should be observed:

- (a) The apostrophe mark should be omitted in the possessive case, eg. 'Smith's Road' should be 'Smiths Road'.
- (b) Further, it is preferable to delete a possessive 's' unless the euphony becomes harsh, eg. 'Smith Road'.
- (c) The use of hyphens should be avoided.

A1.7 Additional suffix or prefix

The use of a compass point prefix, or additional suffix such as 'north' or 'extension' should be avoided.

NOTE: The adoption of road names will normally require the approval of the Geographical Data Services, Department of Natural Resources.

A2 STREET TYPE SELECTION

A2.1 Selection principles

The following should be observed:

- (a) When a street type with a geometric or geographic connotation is chosen, it should generally reflect the form of the road. Examples are as follows:
 - (i) *Crescent* - This should be a crescent or half moon, rejoining the road from which it starts.
 - (ii) *Esplanade* - This should be open, level and often along the seaside or a river.
- (b) For a cul-de-sac, one should use Place, Close, Court or a street type with a similar connotation.
- (c) Street types specifically associated with the State highway or main road network should be recognised.
- (d) Assistance to both motoring and pedestrian public should be considered in making this choice.

A2.2 Suitable street types

A list of recommended street types in common use in Australia is given in Clause 2.5 of this Part of the Manual. A more extensive list is given in AS 4212, however, if the abbreviation in AS 4212 differs from this Part of the Manual, the abbreviation given in Clause 2.5 should be used on street name signs.

A3 SIGNBOARD LENGTH

Wherever practicable, it is highly desirable that names are confined to word lengths which can be accommodated on street name signboards without exceeding the lengths recommended in Clause 2.2.

As a guide, the maximum number of letters in a street name (excluding the street type abbreviation, eg. ST, RD) which will fit on a 1200 mm long signboard is as follows:

100 mm Series D letters-9 or 10

100 mm Series C letters-12 or 13

Use of Series D letters is to be preferred wherever possible.

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