

Manual of Uniform Traffic Control Devices – 2003 Edition

Principal Variations

Amendment No. 7

Part 1 – General Introduction and Sign Illustrations

New signs in Part 1 referenced to locations in the MUTCD

Change	Part /Clause
AT ... (STREET NAME) (R9-8)	2/2.8.10
AUTHORISED BUSES ONLY BEYOND THIS POINT (R6-Q03)	1/2.4
BLASTING AREA SWITCH OFF RADIO TRANSMITTERS AND MOBILE PHONES (T4-7)	3/
DETOUR FOR LONG VEHICLES (G9-5-3)	2/4.6.6.2
DETOUR FOR WIDE VEHICLES (G9-5-4)	2/4.6.6.2
(Distance) m (W8-5)	2/4.7.5.1
EXIT ... (No.) Supplementary Plate (GE2-6-Q01)	15/
Exit speed ... km/h with turn symbol (W1-9-3)	2/3.5
Exit speed ... km/h with reverse curve symbol (W1-9-4)	2/3.5
Exit speed ... km/h with hairpin bend (loop) symbol (W1-9-5)	2/3.5
FLOODWAYS (W5-7-2)	2/4.10.6.4
Guardrail Hazard Marker (D4-Q02)	2/4.6.7.2
HELP PHONE (G7-13)	6/
LEFT TURN FROM SERVICE ROAD ONLY (G9-72)	2/2.8.11
LENGTH LIMIT AHEAD x m OVERALL, LONG VEHICLES DETOUR (G9-75)	2/4.6.6.2
LONG STEEP DESCENT, NEXT x km (G9-83)	2/4.9.2
NARROW BRIDGE AHEAD x m WIDE VEHICLE DETOUR (G9-76)	2/4.6.6.2
NEXT x km (R9-7)	2/4.6.6.1
NEXT x m (R9-6-1)	2/4.6.6.1
NO HOOK TURN BY BICYCLES (R2-22)	2/2.8.8
ON BRIDGE WHEN FROSTY (W8-29)	2/4.11.2.10
ONE LANE (R9-9)	2/4.6.6.1
ON RIGHT (G9-80)	2/4.9.4
OVERALL LENGTH LIMIT x m (R6-33)	2/4.6.6.1
RUMBLE STRIPS (W5-Q09)	1/
SAFETY RAMP (G9-36-2)	2/4.9.4
SAFETY RAMP ... km (G9-24-2)	2/4.9.4
SAFETY RAMP ... m (G9-25-2)	2/4.9.4
SERVICE ROAD ENTRY (G9-71)	2/2.8.11
Side road junction on a curve (W2-15)	2/2.9.2.4
Side road junction straight ahead on a curve (W2-16)	2/2.9.2.4
Steep Climb (W5-13)	2/4.9.3

Steep Descent (W5-12)	2/4.9.2
STEEP DESCENT (G9-82)	2/4.9.2
“T” Intersection – curved approach (W2-14)	2/2.9.2.3
TRANSIT LANE T2 (SINGLE TIMES) (R7-7-3)	12/
TRANSIT LANE T2 (SPLIT TIMES) (R7-7-4)	12/
TRANSIT LANE T3 (SINGLE TIMES) (R7-7-5)	12/
TRANSIT LANE (SPLIT TIMES) (R7-7-6)	12/
UNFENCED ROAD, WATCH FOR WANDERING ANIMALS (W5-Q10)	

Signs Removed from part 1

BLASTING AREA SWITCH OFF RADIO TRANSMITTERS (T4-2)	
Bidirectional Hazard Marker (D4-2-1)	
DETOUR FOR LONG VEHICLES (G9-Q07)	
DETOUR FOR WIDE VEHICLES (G9-Q06)	
END LOAD LIMIT (R6-5)	
EXIT ... (No.) (GE2-5)	
HELP PHONE – Advance sign (GE7-Q01)	
HELP PHONE – Position Sign (GE7-6)	
Koalas (W5-Q08)	
LEFT TURN FROM SERVICE ROAD ONLY (G9-Q01)	
Modified Intersection (W9-4)	
NEW SIGNALS AHEAD (T3-q01)	
NO STANDING IN SAFETY RAMP (R5-57)	
SAFETY RAMP CROSSING (W5-31)	
SCHOOL ZONE WHEN FLASHING (R4-Q08)	
SERVICE ROAD ENTRY (G9-Q02)	
Steep Climb (W5-40)	
Steep Descent (W5-39)	
TICK GATE STOP FOR EXAMINATION (G9-30)	
TICK QUARANTINE GATE AHEAD PLEASE DRIVE SLOWLY (G9-31)	
Trucks USE LOW GEAR (W8-Q07)	
USE LOW GEAR (G9-Q08)	
VERY STEEP DESCENT NEXT ... km (G9-44)	
WATCH FOR ENTERING TRAFFIC (W5-26)	

Text Revisions

Expanded guidance on location of warning signs in advance of a hazard	1.12.2
Inclusion of example procedures for VSL and LCS	Appendix C

Part 2 - Traffic Control Devices for General Use

A section specifying signs and other devices for use at non-expressway intersections.	SECTION 2
Give-way control may not be required at intersections between unsealed roads in remote areas.	2.5.1
Location of GIVE WAY signs figure revised to indicate side road treatments	Figure 2.1
Restrictions on the use of warning signs for STOP and GIVE WAY signs	2.5.3
Revised requirements for installation of STOP signs	2.5.4
Sight distance guidelines for use of STOP signs revised including calculation of sight distance	Figure 2.2
Signs and pavement markings used for control at traffic signals relocated in Part 14	2.7
KEEP LEFT and KEEP RIGHT signs may not be required if it is readily apparent that drivers should keep to the left or right	2.8.3
Use of NO ENTRY sign at road closures	2.8.4
NO HOOK TURN BY BICYCLES sign now able to be used	2.8.8
Distance and location plates for use with turn prohibition signs inserted	2.8.10
Arrow heads added to signs on a major road approaching a side road intersection	2.9.2.2
Arrow heads added to side road intersections on a curve	2.9.2.4
Arrow heads added to successive side road intersections	2.9.2.5
Modified intersection warning signs included as standard signs	2.9.2.6
Sight boards now comprise two unidirectional hazard markers	2.10
New section includes requirements for regulatory, warning and general information signs and other devices required to control and guide traffic at expressway type interchanges and terminals	SECTION 3
New EXIT SPEED signs where there are substandard curves or loops	3.5 (e)
Note reinserted that lane change signing should be provided where length of full width acceleration lane exceeds 300 m.	Figure 3.3
Minor revision of requirements and recommendations for pavement markings.	4.2.2
Guide posts have a 100 mm minimum wide face	4.2.4.2
Minor revision of spacing of guide posts	4.2.4.4
Revision of mounting locations of delineators on guard fence, safety barrier and bridge rail	4.2.5.4
Pavement bars shall not be used where 85 th percentile approach speed exceeds 75 km/h. Pavement bars shall be painted or otherwise coloured yellow.	4.3.2
Size of CAMs reduced; A and B size CAMs replace B and C size CAMs	Figure 3.6
Advisory speed signs shall not be used on unsealed roads	4.4.6.1
Figures revised to indicate correct position for the first CAM in each direction of travel	Figure 4.7 and 4.8
Tilting truck sign now incorporates the advisory speed	4.4.7.10
CAMs shall be used only to augment the delineation of substandard curves. The mounting height shall not be more than 1.2 m	4.4.8
The maximum width between edge lines shall be 4.0 m on one-lane bridges	4.6.2.2
Revision of LOW CLEARANCE and CLEARANCE signing practice. CLEARANCE signing shall be erected where the clearance is 4.6 m or more, but is less than 5.4 m.	4.6.3.2
New sign OVERALL LENGTH LIMIT, END LOAD LIMIT sign removed and NEXT x m or x km introduced	3.6.6.1

New detour signs for length limits and narrow bridges	4.6.6.2
Types of hazard markers rationalised	4.6.7
Steep descent sign (W5-12) reintroduced to replace the W5-39 sign (with percentage)	4.9.2
New STEEP DESCENT and LONG STEEP DESCENT, NEXT x km signs introduced, Trucks USE LOW GEAR and USE LOW GEAR signs removed	4.9.2
Steep climb sign (W5-13) reintroduced to replace the W5-40 sign (with percentage)	4.9.3
Guide for the treatment of steep descents and layouts revised accordingly	Figure 4.24 and 4.25
Additional designs for safety ramps and other signs removed	4.9.4
New signing practice for multiple floodways and FLOODWAYS sign introduced with NEXT supplementary plate	4.10.4
Minor rewording of the requirements for hazard warning signs	4.11.2
Changed traffic conditions signs shall be displayed for a limited period only, after the change has been made.	4.11.3.5
Use of NO ENTRY sign at road closures	4.11.3.6
The WATCH FOR ENTERING TRAFFIC sign has been removed	4.11.5
Variable use lane signs are now white arrows on a black background	4.12
Revised treatment for dividing line terminating at a stop or give-way line	5.3.9
Revision of markings on splayed approaches to islands	5.5.1.2

Part 4 – Speed Controls

Offset Speed zone details	4.6
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Part 5 - Street Name and Community Facility Name Signs

Minor revision of the requirement for reflectivity of community facility signs	4.5.2
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Part 6 - Tourist and Services Signs

Revision of rest area signs in relation to camping	
Addition of title to table	Table 5.3
Revise GE7-6 sign to GE7-Q09 sign in Note 3	Figure 5.8(b) and 5.9(b)

Part 11 - Parking Controls

Addition of PAY & DISPLAY as a method of payment on parking panels	A3.3
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Part 12 Bus, Transit and Truck Lanes

Removal of Bus ONLY (R7-8) sign and typical treatment figure	5.2 and Figure 7
TRANSIT LANE (R7-7-1 and R7-7-2) signs amended to agree with the Australian Standard	5.3

Addition of standard information signs for use along transit lanes	5.3 and Figure 1
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Part 15 Direction Signs, information signs and route numbering

Note revised to indicate focal point maps are determined and held at Regional level	2.2.3
Revision of the use of the Advance Street Name (G3-8) sign in rural areas with a Road Name (G3-5) sign	2.4.3
Insertion of the GE2-6-Q01 (rectangular format) exit numbering supplementary plate	3.3.4
Revision of lateral placement of guide signs in rural and urban areas	B2.3.2 and B2.3.3
Addition of Australian Standard text on overhead guide sign location	B3

Manual of Uniform Traffic Control Devices – 2003 Edition

Principal Variations

Amendment No. 6

Part 1 – General Introduction and Sign Illustrations (electronic issue only)

Change	Clause
Guidance on the trial application of traffic control devices in a manner contrary to the criteria outlined in this Manual provided in Clause 1.13.	1.9
Trials of new traffic control devices or the application of existing devices in a manner contrary to the criteria in this Manual can be undertaken in accordance with this clause. The Department of Transport and Main Roads may issue an “approved notice” under Section 166(2) of the Transport Operations Road Use Management Act to install and maintain a traffic control device for trial purposes. An application for a trial must encompass sufficient information to allow an informed decision to be made, including:(a)the purpose of the trial;(b)the place where the trial is to be held;(c)the period of the trial (not exceeding two years);(d)the terms and conditions of the trial; and(e)details of the proposed traffic control devices to be used (traffic control devices developed for use in the trial must comply with the design and location principles outlined in Clauses 1.7, 1.8, 1.9and 1.12 of this Manual).The Department may impose any other terms and conditions that are considered necessary, including, for example, a requirement to advertise details of the trial in a local newspaper in which the trial is to be held.	1.13

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Principal Variations

Amendment No. 5

Part 3 - Works on Roads

New mandated practice

Change	Clause
Supervisory personnel shall ensure that traffic controllers are appropriately trained and informed of their duties and that they are regularly relieved from their duty.	1.5
An important basic principle to be observed is that signs and devices shall be installed by a competent person.	2.1
Variations to requirements of Part 3 shall only be made on the basis of a documented risk assessment prepared by a competent person.	2.2.3
Where pedestrian traffic has been diverted onto an existing roadway the pedestrian path shall be separated from vehicular traffic.	2.3.8
Existing signs and traffic control devices which are inappropriate to, or conflict with, the temporary work site shall be covered, obliterated or removed.	2.4.4
Where practicable, signs shall be erected on both sides of the roadway on multilane divided or one-way roads where the volume is 10, 000 vpd or greater.	2.5.2
Setting out and recovery of signs and devices shall be carried out, where practicable, as a frequently changing work area. A mobile works method shall be used if this method is not practicable.	2.5.3
Retroreflective material used on signs for works on roads shall meet at least the requirement for Class 1W sheeting as specified in AS/NZS 1906.1.	3.2.2
Speed restriction signs continuously required for works which will be in progress for periods longer than 2 weeks shall be erected 1 to 1.5 m above the level of the nearest edge of the travelled path to the underside of the sign.	3.5.5 (a)
A daily routine for the operation of a work site, including the keeping of daily records of the sign and delineation arrangement or traffic guidance scheme, and records of any incidents which might have ongoing consequences, shall be put into effect and maintained.	2.6.1
Water in water-filled safety barrier systems shall be maintained at the required level.	2.6.3
A Speed Restriction sign shall not be used in conjunction with 'ON SIDE ROAD' signs	3.4.6
The largest Two-way Traffic sign shall be used for the situation where, because of the road conditions, it is not clear whether a particular roadway carries traffic in one or both directions.	3.6.8
Stand-alone non-interconnected lightweight modules when used as barricades shall be placed behind a line of delineating devices.	3.8.3
Stand-alone, non-interconnected lightweight modules shall not be used for longitudinal channelizing barricades.	3.10.2
Barrier boards or tapes shall not be used for pedestrian containment adjacent to moving traffic.	3.14.6

Variable Speed Limit signs, if used, shall be in accordance with Part 4 of the Manual and other requirements relating to temporary speed zones.	
Where the work area is 3 m to 6 m clear of traffic, a temporary speed limit of 80 km/h shall be provided where the traffic volume exceeds 10,000 vpd.	4.2
Short-term low impact works – open road areas, these treatments shall not be applied on expressway type roads	4.3
Short-term low impact works – open road areas, work between gaps in traffic shall not be applied on roads with traffic volumes greater than 400 vpd.	4.3.2
Short-term low impact works – open road areas, work in traffic shall only be carried out on roads with traffic volumes less than 400 vpd.	4.3.3
Short-term low impact works – open road areas, frequently changing work area treatment shall only be carried out on roads with traffic volumes less than 400 vpd.	4.3.4
Short-term low impact works – open road areas, shoulder grading on sealed roads in open road areas with traffic volumes less than 1500 vpd, may be undertaken in bounds of up to 10 km in length. Where traffic volumes are greater than 1500 vpd the works shall be undertaken either as a mobile works or as static work site.	4.3.5
The treatments for works on unsealed roads shall not be applied to roads with traffic volumes greater than 400 vpd.	4.5.1
A shadow vehicle shall be equipped with a truck-mounted crash attenuator whenever it is protecting workers.	4.6.2
Where there is only one advance sign, it shall be placed at 2D metres from the beginning of the taper area for approach posted speed of 60 km/h or more, or D for approach posted speed less than 60 km/h. Where there is more than one advance sign, the first sign shall be placed D from the beginning of the taper area and other advance signs at successive spacings of D further in advance.	4.7.4
A vehicle- or trailer-mounted illuminated flashing arrow sign shall be used where the traffic volume is 1500 vpd or greater and the posted speed during roadworks is 70 km/h or greater.	4.8.3
Traffic controllers shall be relieved from their duty after not more than 2 hours for a period of rest or other duties of at least 15 minutes.	4.10.5

Other new practice

Change	Clause
In open road areas and on unkerbed roads in built up areas where signs are to be mounted on posts, they should normally be placed clear of the outer edge of shoulder and at least 2 m clear of the travelled way, whichever is the greater clearance. They should be erected 1 to 1.5 m above the level of the nearest edge of the travelled path to the underside of the sign.	2.5.2
Machinery should not be parked, materials stored, or buildings erected in positions where they may create a hazard, obscure signs, or block approaching drivers' lines of sight.	2.6.5
The conduct of a safety audit is recommended for works involving complex traffic arrangements or staged works, or both.	2.6.7
Introduction of traffic control requirements and recommendations for emergency and unplanned works.	2.7

Consider the ROADWORK 1 km AHEAD and the ROADWORK 500 m AHEAD signs in advance of the taper at the work site for approach speeds of 90 km/h or greater when the work site requires a reduction in speed of 40 km/h or more.	3.4.2
Long distance warning of the existence of unexpected traffic signals may be required. The 1 km supplementary distance plate should be used.	3.5.4 (c)
A variable speed limit sign in accordance with Part 4 of the Manual may be used.	3.5.5
The lane status sign is not used where a turn lane is closed. A No Right Turn sign or a No Left Turn sign shall be used as appropriate.	3.8.2 (a)
Barrier boards shall be erected across the roadway in conjunction with a ROAD CLOSED sign and the bars should be aligned to point to the sign.	3.8.2 (b)
Temporary road safety barrier systems installed through the work area should be delineated at approximately 20 m spacings.	3.9.2
Introduction of longitudinal channelizing barricades. Lightweight interconnected modules may be used provided they meet impact tests.	3.10.2
A temporary 40 km/h speed zone shall be no longer than 1 km and workers shall be present.	4.2 (c)
Introduction of speed control to a value less than 40 km/h at hazardous sites	4.2 (e)
New treatments for short-term low impact works – built-up areas	4.4
New treatments for short-term low impact works – built-up areas, frequently changing work area – work not within traffic lane	4.4.2
New treatments for short-term low impact works – built-up areas, frequently changing work area – work within traffic lane	4.4.3
Road lighting works in a built-up area	4.4.4
New treatments for short-term low impact works – built-up areas, works on medians, verges and footpaths	4.4.5
New treatments for short-term low impact works – built-up areas, street sweeping and garbage collection	4.4.6
New treatments for short-term low impact works – built-up areas, work in gaps in traffic	4.4.7
New provisions for maintenance grading and resheeting works on unsealed roads	4.5
Introduction of the concept of mobile temporary speed zones	4.6.5
Advance signs continuously required for works which will be in progress for periods longer than 2 weeks should be erected in a permanent manner, e.g. on posts sunk into the ground, and duplicated on the right side of the road.	4.7.5
Additional advance warning may be required to avoid end-of-queue collisions	4.7.8
For traffic safety, zone length of 40 km/h should be limited to less than 2 km	Table 4.7
Advance warning on the approach to a temporary speed zone shall be provided by means of a buffer zone comprising either the Speed Limit AHEAD sign or a speed zone of intermediate value.	4.9.5
Where works are being carried out on multi-lane one-way or divided roads, repeater speed restriction signs should be duplicated on the right side of the roadway.	4.9.8
The ROAD CLOSED sign and barrier boards are now positioned correctly.	Figure 4.13 (a)
Listing of considerations for situations with reversed traffic direction	4.14.8

Changed practice

Change	Clause
Revised definition of 'should'	1.4.16
Temporary direction signs shall be rectangular with a white legend on a green retroreflective background. Any patches e.g. street name, service symbol, etc, shall use standard colours.	3.2.1 (d)
Review of sign sizes	3.2.3
Where practicable, all warning and delineation of works on a side road, should be confined to the side road.	3.4.6
The use of the GIVE WAY, ONE LANE assembly is appropriate where the traffic volume is 150 vpd or less and the posted speed limit during roadworks is 70 km/h or less.	3.5.3
The End speed limit sign is typically used where although the continuing speed limit (general limit or zoned limit) is 100 km/h, road surface, alignment or other conditions will not allow traffic to travel safely at that speed.	3.5.5 (c)
Previous standard cones (450 – 500 mm high) are now designated small cones and large cones (> 700 mm high) are now standard cones.	3.9.1
Roadworks delineators shall comprise red delineators on the left side and white delineators on the right (two-way roadway) or yellow on the right (one-way roadway).	3.9.2
Spacing of delineators is now prescribed relative to speed.	3.9.2
The reference to black and yellow stripes on tapes has been removed. Any two contrasting colours are allowable.	3.10.1
The requirement for vehicle-mounted warning devices is further clarified.	3.12.1
Truck signs are no longer left or right facing. The sign is placed on the side of the road from which the truck enters. All signs show the truck facing right.	3.16.2
The word AHEAD is removed from the existing TRAFFIC HAZARD AHEAD sign.	3.16.5
Expansion of material on maintaining a safe workplace including detail on hierarchy of control	4.1.2
Enhanced detail on determining the value of dimension D for advance warning signs	4.1.5
Shoulder grading on sealed roads in open road areas with traffic volumes less than 1500 vpd, may be undertaken in bounds of up to 10 km in length. Where traffic volumes are greater than 1500 vpd the works shall be undertaken either as a mobile works or as static work site.	4.3.5
Mowing is carried out as work off-roadway	4.3.7
Reduced taper lengths	4.8.2
The sight distance to traffic controllers shall not be less than 2D (where the value of D is the greater of the dimensions shown in Table 4.2)	4.10.3
Minimum lane widths are now specified for posted speed limits during roadworks	4.13.3
Edge clearance is the additional distance to be provided between the edge of the lane and the delineation device or barrier system. The distance is now specified for posted speed limits during roadworks.	4.13.4
Revised table for protection/delineation adjacent to excavations	Appendix E

New signs

Change	Clause
ROADWORK 500 m AHEAD	3.4.2
SIDE ROAD CLOSED	3.4.6
ONE LANE sign (used with a GIVE WAY sign)	3.5.3
Speed Limit AHEAD	3.5.5 (d)
T Series Advisory Speed signs	3.7.3
‘Mobile phones’ included in Blasting Area signs	3.13.2
FOOTPATH CLOSED	3.14.4
Look both ways, two-way traffic	3.14.5
Multi-message panels as follows: ROAD CLOSED AHEAD SIDE ROAD CLOSED No Right turn/Left turn SLOW MOVING VEHICLE Speed Limit AHEAD CHANGED TRAFFIC CONDITIONS ON SIDE ROAD ROADWORK Arrow	Table D1

General

Change	Clause
The Traffic and Road Use Management Manual is included as a reference document.	1.3.3
Definition of built-up area (replaces urban)	1.4.2
Definition of competent person	1.4.3
Definition of expressway type road	1.4.4
Definition of open road area (replaces rural)	1.4.8
Definition of residential street	1.4.10
Definition of running lane	1.4.14
Definition of speed of traffic (generally posted speed limit)	1.4.18
Definitions deleted for high-speed, high-volume, low-speed, low-volume roads – actual speeds and volumes are included throughout the document	1.4
Title of Clause 2.2.1 changed to ‘Traffic guidance schemes’	2.2.1
Traffic guidance schemes are required to be prepared by a competent person.	2.2.1
Title of Clause 2.2.2 changed to ‘Traffic management plans’	2.2.2
Requirements and recommendations for work to be performed at night, has been expanded.	2.3.6
WET TAR sign deleted	3.7.2
Revised categories of diagrams, diagrams renumbered and selection tables revised, and diagrams revised and new notes added.	SECTION 5

Manual of Uniform Traffic Control Devices – 2003 Edition

Principal variations

Amendment No. 3

Part 1 General Introduction and Sign Illustrations

Change	Location
Signs and devices that are not used in Queensland are listed	Appendix D

Part 2 Traffic Control Devices for General Use

Change	Location
Colour of delineators is as follows: <i>White</i> – on the right side of two-way roadways <i>Yellow</i> – on the right side of one-way roadways (including divided roads) <i>Red</i> – on the left side of the roadway	3.2.5.2
A table to determine the advisory speeds to be used with the Tilting Truck sign	3.4.8.10
The zip-merge treatment at lane reductions shall be used where the 85 th percentile speed is 80 km/h or less	3.7.2 (a)
The lane change arrangement shall be used where the 85 th percentile speed is greater than 80 km/h	3.7.3 (b)
Slow vehicle turnouts are provided only on low speed roads where the 85 th percentile speed is 60 km/h or less	3.8.1
The use of the Slippery sign is restricted	3.11.2.4
A number of new symbolic signs to warn of the presence on the road of animals in the wild have been introduced	3.11.2.7
New Fallen rocks sign	3.11.2.18
New Farm Machinery sign	3.11.2.20
The CHANGED TRAFFIC CONDITIONS signs now longer have the word AHEAD	3.11.3.5
New CHANGED INTERSECTION sign	3.11.3.5
The TRAFFIC HAZARD sign now longer has the word AHEAD	3.11.3.7
New MEDIAN TURNING LANE sign	3.15.4
The KEEP LEFT UNLESS OVERTAKING sign should not be used on multi-lane roads where the speed limit is greater than 80 km/h	3.15.5
New TRUCKS USE LEFT LANE sign	3.15.6
New BUSES MUST ENTER sign	3.15.8
One size is prescribed for line widths (no minimum and preferred widths)	Figure 4.1
The minimum pavement marking associated with STOP and GIVE WAY signs shall be a stop or give-way line	Clause 4.4.4 and Figure 4.3
New keep clear marking requirements	Clause 4.5.2.6
No simulation of lane lines using NRPMs	Clause 4.6.3
Yellow RRPMS are used on dividing lines, on the right hand edge line of divided roads and one-way roads and median island outlines, painted or raised	Table 4.3
Revised examples of the use of flashing lights with warning signs	Appendix A
New figure for determination of advisory speed on a horizontal curve from ball bank indicator reading and lateral acceleration instrument	Figure E2
Use of electronic acceleration methods for determining advisory speeds on curves	Appendix E
New signs for wildlife awareness	Appendix G

Part 3 Works on roads

No amendment to date

Part 4 Speed Controls

Change	Location
Additional guidelines for 110 km/h speed zones	Clause 3.3
Guidelines for 40 km/h speed limit in areas of high pedestrian activity	Clause 3.5 (a)
Revision of guidelines for 50 km/h speed limit on traffic carrying roads at commercial centres	Clause 3.5 (b)
Speed zones approaching intersections	Clause 4.5.2
Guidelines for the installation of the Speed Limit AHEAD sign	Clause 5.1.6
Phasing out of buffer zones	Clause 5.2.5
Guidelines for installation of repeater signs for 70 km/h roads and multi-lane roads	Clause 5.2.6
Re-arrangement of section on variable speed limits	Clause 5.2.9
Revised crash cost data for calculating crash rates	Appendix E
New section on the requirement for submission of speed limit reviews to the local Speed Management Committees for endorsement	Appendix H

Part 5 Street Name and Community Facility Name Signs

No amendment to date

Part 6 Tourist and Services signs

Change	Location
An emphasis on tourism promotion by the introduction of 'gateway' signs	Clause 1.14
Pictorial images	Clause 1.15
More detail on the provision of signposting for accredited visitor information centres	Section 2
Inclusion of provisions for signposting tourist and service facilities from expressway type roads	Clause 3.10
Themed tourist drives	Clause 4.2.4
Expressway rest areas and service centres	Clause 5.7.2
Inclusion of roadside HELP phone signs	Clause 5.8
Introduction of standard symbols for tourist features	Appendix A
New service symbols	Appendix B

Part 7 Railway Crossings

Change	Location
Provision is made for active advance warning of the activation of railway crossing signals	Clause 2.3.7
Inclusion of boom barrier detail	Clause 2.3.8
KEEP TRACKS CLEAR sign	Clause 2.4.4
Box markings	Clause 3.6
RAIL X shall be provided on all roads where the seal width is 3.0 m or greater and the speed limit is greater than 80 km/h	Clause 3.2
Layout of STOP signs at combined road/rail crossings	Clause 4.5
The crossing on side-road diagrammatic sign is required only if the intersection itself requires an intersection warning sign	Figure 4.10 and 4.11
The distance requirement along a side-road to the crossing has been reduced leading to a reduction in the need for the RX-4 assembly on the through road	Figure 4.10 and 4.11
The need to avoid unsafe queuing of traffic on railway crossings upstream of traffic signals is recognised	Section 5
Standards for pedestrian crossing treatments at railway crossings have been substantially upgraded and now include provision for people with disabilities	Section 6 and Appendix F
Sight distance provision at passive control crossings	Appendix D

Part 8 Freeways

Change	Location
Direction signs for expressway type roads are now covered in Part 15	Section 3

Part 9 Bicycle Facilities

No amendment to date

Part 10 Pedestrian Control and Protection

Change	Location
School zone speed limits	Clause 9.3.1
Guidelines for installation of school zones	Clause 9.3.3
School zone signing requirements	Clause 9.3.4
Guidelines for the installation of Enhanced School Zone Speed Limit signs	Clause 9.3.6
Guidelines for the installation of Changeable School Zone Speed Limit signs	Clause 9.3.7

Part 11 Parking Controls

Change	Location
Clarifying the colour of pavement messages and the disabled symbol	Clause 7.3



Part 12 Bus, Transit and Truck Lanes

No amendment to date

Part 13 Local Area traffic Management

No amendment to date

Part 14 traffic Signals

No amendment to date

Part 15 Direction signs, Information signs and Route Numbering

Change	Location
Recommended minimum letter size and type for direction signs – other than expressway type roads	Table 1.1
Recommended minimum letter size and type for direction signs – expressway type roads	Table 1.2
Use of arrow types on direction signs	Table 1.3
A new categorisation of Intersection Direction signs and Fingerboards – minor intersection	Clause 2.4.3
Expressway direction signs	Section 3
Exit numbering	Clause 3.3.4
Signs on approach to and along tolled expressways	Clause 3.8
Recommended phasing out of shield based route numbering systems (other than in certain specialist areas such as tourist and overdimensional load route numbering)	Clause 4.2.5
Alphanumeric route numbering system	Clause 4.3