

Part 11 Parking Controls

2003 Edition

First Issue 1st August, 2003

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**DEPARTMENT OF MAIN ROADS
Queensland**

Manual of Uniform Traffic Control Devices

PART 11 – PARKING CONTROLS

SECTION 1. SCOPE AND GENERAL

1.1 SCOPE

This Part of the Manual specifies the signs and pavement markings to be used for indicating areas of a road-

- (a) available or reserved for parking;
- (b) where parking is restricted or prohibited; and
- (c) where stopping is restricted or prohibited;

on a part-time or full-time basis by means of either linear or area parking control.

Guidance is given in appendices on the design of parking control panels and signs.

1.2 REFERENCED DOCUMENTS

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

AS

2700 Colour Standards for general purposes

2890 Parking facilities

2890.3 Bicycle parking facilities

2890.5 On-street parking

AS/NZS

1906 Retroreflective materials and devices for road traffic control purposes

1906.1 Part 1: Retroreflective materials

1.3 DEFINITIONS

For the purpose of this Part of the Manual, the definitions below apply.

1.3.1 Area parking control sign

The type of sign used to delineate an area where parking control is by means of area signposting, i.e. by signposting the entries and exits rather than by signposting individual lengths of kerb with linear parking control signs. (See Section 5).

1.3.2 Clearway

A continuous length of roadway along which stopping is restricted and along which special enforcement provisions may apply, and which is delineated by a CLEARWAY sign at the beginning and an END Clearway sign at the end.

1.3.3 Duration

The length of time in minutes or hours a vehicle is permitted to be parked in a parking area.

1.3.4 Linear parking control sign

One or more Parking, Zone, No Stopping, No Parking or Clearway panels displayed together to control parking along individual lengths of kerb, or in the centre of the road, or at similar locations. (See Figure 1.1.)

1.3.5 No parking

A requirement similar to 'no stopping' except that stops for short periods are permitted for the purpose of taking up or setting down passengers or goods.

3.6 No stopping*

A requirement that a vehicle may not be stopped or allowed to remain stationary except when necessary to avoid conflict with other traffic or to comply with the directions of a member of the police force or a traffic control sign or signal.

3.7 Panel

One complete unit of parking control information relating to one section of roadway, containing one symbol indicating the type of control, one arrow, and any other necessary panel components. It is further defined as follows:

- Narrow panel - a panel nominally 225 mm wide.
- Wide panel - a panel nominally 450 mm wide.

A linear parking control sign comprises one or more panels.

3.8 Panel component

Individual pieces of information or symbols which may be combined on a panel as follows:

- The type of control (indicated by a symbol or symbol and words).
- Times of operation, if to be specified.
- A user limitation, if any.
- A one-way or two-way arrow.

3.9 Time of operation

The clock time within a day, the days of the week or other calendar times during which a sign applies.

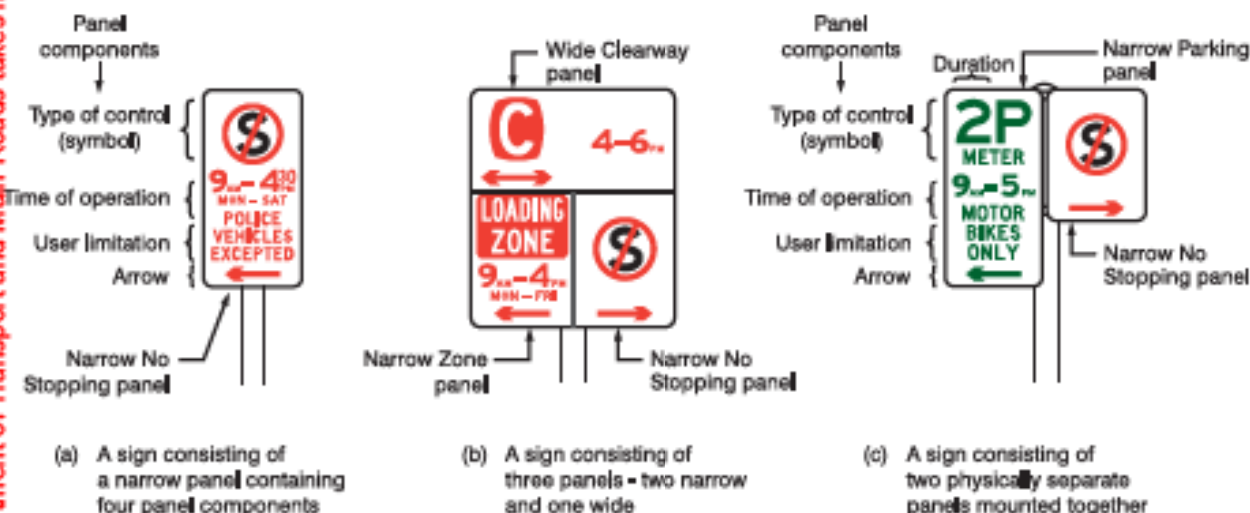


Figure 1.1 EXAMPLES OF LINEAR PARKING CONTROL SIGNS

* The term 'no stopping' is adopted for use in this Part of the Manual consistent with the Queensland Road Rules. 'No stopping' has the same meaning as 'no standing', previously used in Queensland.

SECTION 2. PARKING CONTROL, GENERAL

2.1 REGULATORY CONTROL

The regulatory control of parking is exercised in one of the following ways:

- (a) *By regulation* Certain locations at which stopping or parking is either permitted or prohibited are prescribed in regulations. These requirements can be reinforced by linear parking control signs, e.g. provision of No Stopping signs in the vicinity of a pedestrian crossing.
- (b) *By signposting* Control at any location may be exercised by use of either linear or area parking control signs. In the former case the control is applied to specific lengths of kerb or roadway edge, and in the latter, to an area such as a car park or a defined network of streets. Linear parking control signs may also be used either to override statutory requirements or to modify area control requirements at specific kerbside locations.
- (c) *By pavement markings* Control may be exercised by use of pavement markings in the form of a longitudinal line adjacent to the kerb or roadway edge to indicate a permanent stopping prohibition.

NOTE: Traffic regulations prohibit the stopping of vehicles at various types of location, generally to assist the safe and efficient operation of the road. Signs are used to advise of these restrictions only where the absence of signs is likely to lead to misunderstanding. Elsewhere, unrestricted parking or stopping is generally permitted and the regulations generally require parking control signs or area parking control signs to be erected if parking or stopping restrictions are to apply. Pavement markings may be used to complement the regulations and signs, and to allow the proper management of parking areas.

2.2 CONFORMITY WITH REGULATIONS

The requirements of this Part of the Manual have been set to conform with the Transport Operations (Road Use Management) Act, and the Transport Operations (Road Use Management - Road Rules) Regulation more commonly called the Queensland Road Rules.

SECTION 3. LINEAR PARKING CONTROL SIGNS

3.1 GENERAL REQUIREMENTS

The principles in this Part of the Manual in respect of linear parking control signs are designed to minimize the amount of wording used consistent with the need for comprehension and conspicuity. General requirements are summarized as follows:

- (a) Each linear parking control sign shall comprise one or more rectangular panels, each panel in a multi-panel group indicating a different regulatory requirement according to time of day or week, direction along the kerb, class of vehicle or driver, or a combination of these.
- (b) To distinguish them from area parking control signs, linear parking control signs other than 'start' and 'end' clearway signs shall have no border.
- (c) Every panel shall have a horizontal arrow, single or double-headed, with each sign so placed that each arrow head points either to another legal device e.g. a dead end, or to another sign which shall include a panel or panels with identical information and arrow head pointing back to the first sign.
- (d) It is not essential that the whole of each sign be fully legible from a moving vehicle. However, the panel designs and component sizes permit the different panel types (see Clause 3.2) to be clearly identified. The use of additional wording is not encouraged. However, where this is necessary, simple wording and recognizable abbreviations in a minimum size of legend consistent with other legend on the sign, or legend with a similar purpose specified for other signs, should be used to maintain legibility distance.
- (e) Where panels relate to specific periods only, the times of operation shall be stated on the panels. Where the method of parking is other than parallel-parking, or where a fee is payable, the method of parking or payment shall be stated on the panel unless the regulations permit them to be omitted.
- (f) Where parking is restricted to certain vehicles or certain classes of vehicle or where certain vehicles are excepted from the requirements, these user limitations shall be stated on the panel.
- (g) Linear parking control signs need not be reflectorized (see Part 1 of this Manual) unless street or extraneous lighting is inadequate for them to be read by road users looking for a parking space, or the message has special night-time significance.

3.2 BASIC DESIGN, COLOUR AND SIGN NUMBERING

Linear parking control signs shall have a white background and no border. The colours used for legends depend on the type of control in each panel. Signs permitting parking shall have green legend, and those restricting or prohibiting parking or stopping shall have red legend with the symbol P or S in black (see Figure 1.1). Blue shall be used for the 'disabled' symbol.

Colours used for signs shall be as follows:

- (a) *Reflectorized signs* Colours shall be the corresponding colour specified in AS/NZS 1906.1. The colour green shall be that designated as 'Green (NZ)'.
 - (i) Green - choice of G13 - Emerald
G17 - Mint green
G21 - Jade
G27 - Homebush green
 - (ii) Red - choice of R13 - Signal red
R22 - Homebush red
 - (iii) Blue - choice of B11 - Rich blue
B14 - Sapphire
B15 - Mid blue

or alternatively, colours lying within the CIE chromaticity and luminance factor limits specified in AS/NZS 1906.1 for the daylight colour of a retroreflective material of the corresponding colour designation, and 'Green (NZ)' in the case of the colour green.

Where a sign consists of two or more adjacent panels on one plate, they shall be separated by a 5 mm wide line, either red or black, except where a sign has only parking panels, in which case green separation lines may be used. All separation lines on one sign shall be the same colour. Physically

separate panels do not require a separation line.

The basic designs of the five different types of parking control panel are shown in Table 3.1 (in narrow panel format). Design details are given in Clauses 3.3, 3.4 and 3.5.

Sign numbers in the R5 Series are assigned to individual sign panels in accordance with the type of control the panel indicates. Each number therefore covers a broad category of panels in a particular control type, within which there will be variation in respect of times of operation, methods of control, user limitations and the like. The sign numbers are listed in Table 3.2.

Table 3.1 BASIC DESIGN OF LINEAR PARKING CONTROL PANELS






Type of control	Use	Design specification
Parking	To indicate that parking is permitted on a section of roadway and where necessary, to indicate the duration. (See Clause 3.3.2(a) for ways in which to indicate parking duration, and Clauses 3.3.3, 3.3.4 and 3.3.5 for details of other legend)	 <ul style="list-style-type: none"> • May be either narrow or wide panel • White background • Green legend • No border
Zone	To indicate a section of roadway reserved exclusively for the stopping or parking of particular vehicles. (See Clause 3.3.2(b) for details of various zone types, and Clauses 3.3.3, 3.3.4 and 3.3.5 for details of other legend)	 <ul style="list-style-type: none"> • May be either narrow or wide panel • White background • Red zone block with white legend • Arrow and any other legend red • No border
No stopping	To indicate a section of roadway where the stopping of vehicles is prohibited. (See Clauses 3.3.2(c), 3.3.3, 3.3.4 and 3.3.5 for details of other legend)	 <ul style="list-style-type: none"> • May be either narrow or wide panel • White background • Red annulus and slash, with black S • Arrow and any other legend red • No border
No parking	To indicate a section of roadway where the parking of vehicles is prohibited. (See Clauses 3.3.2(c), 3.3.3, 3.3.4 and 3.3.5 for details of other legend)	 <ul style="list-style-type: none"> • May be either narrow or wide panel • White background • Red annulus and slash with black P • Arrow and any other legend red • No border
Clearway	To indicate a length of roadway which is a clearway where stopping of vehicles is prohibited. (See Clauses 3.3.2(c), 3.3.3, 3.3.4 and 3.3.5 for details of other legend, and Clause 4.3 for details of other clearway signs)	 <ul style="list-style-type: none"> • May be either narrow or wide panel • White background • Red shield with white C • Arrow and any other legend red • No border

TABLE 3.2 SIGN NUMBERS FOR LINEAR PARKING CONTROL PANELS

Type of control	Sign number
Parking:	
(a) Whole hours	
1 P	R5-1
2 P	R5-2
3 P	R5-3
4 P	R5-4
5 P	R5-5
6 P	R5-6
7 P	R5-7
8 P	R5-8
P No duration stated	R5-10
(b) Part of hours	
P 2 minute	R5-12
P 5 minute	R5-13
P 10 minute	R5-14
1/4 P	R5-15
1/2 P	R5-16
1 1/2 P	R5-17
Zone:	
Bus zone	R5-20
Taxi zone	R5-21
Permit zone	R5-22
Loading zone	R5-23
Truck zone	R5-24
Works zone	R5-25
Mail zone	R5-26
No stopping:	
No stopping (at any time)	R5-35
No stopping (specific times of operation)	R5-36
No parking:	
No parking (at any time)	R5-40
No parking (specific times of operation)	R5-41
Clearway:	
Clearway (at all times)	R5-45
Clearway (specific times of operation)	R5-46

3.3 PANEL COMPONENTS

3.3.1 General

Linear parking control panels shall comprise two or more panel components as specified below. Every parking control panel shall have at least a control component (see Clause 3.3.2) and an arrow component (see Clause 3.3.5) indicating the direction in which the control applies. Where a control

applies between certain hours or a user limitation applies, the components specified in Clauses 3.3.3 and 3.3.4 shall be included as appropriate.

Dimensions of panel components including letter heights, letter series, symbols and spacings shall be as set out in Appendix A.

NOTE: Examples of the design procedure for parking control panels and signs are given in Appendix B.

3.3.2 Type of control

Panel components indicating the type of control shall be limited to one only of any of the options given in this clause on any one panel. The options are as follows:

- (a) *Parking* The parking symbol shall consist of the letter P plus a parking duration code where applicable. The duration codes shall be limited to the following:
- (i) *Integers of hours (1P, 2P, 3P..)* Any integer may be used.
 - (ii) *Fractions of hours* Only the following shall be used: 1/4 P, 1/2 P, 1 1/2 P.
 - (iii) *Minutes* Only the following shall be used: P 2 MINUTE, P 5 MINUTE, P 10 MINUTE.

Examples are shown in Figure 3.1. The letter P alone shall be used to indicate that parking is permitted and is not restricted in duration.



Figure 3.1 EXAMPLES OF PARKING SYMBOLS

Where it is necessary to indicate on the panel the method of parking or method of paying a fee, suitable legend such as the following shall be included immediately below the symbol:

- (A) *Method of parking* ANGLE, REAR IN, CENTRE, PARALLEL.
- (B) *Method of payment* METER, TICKET, COUPON.

Reference should also be made to Paragraph A3.3 of Appendix A.

- (b) *Special purpose zone* The zone symbol (see Figure 3.2) shall consist of a rectangular component indicating the type of vehicle permitted to stop in the zone. Zone panels shall be limited to the following and used as indicated:
- (i) *BUS ZONE* - to define the length of a bus stop.
 - (ii) *TAXI ZONE* - to define the length of a taxi rank.
 - (iii) *PERMIT ZONE* - to define a length of road where vehicles with parking permits are allowed to stop or park.
 - (iv) *LOADING ZONE* - to define a loading zone for any commercially registered vehicles, trucks or any other class of vehicle authorized by regulations to stop or park in such a zone. For symbols indicating special classes of loading zone, see Appendix A.
 - (v) *TRUCK ZONE* - to define a loading zone for trucks authorized by regulations to stop or park in such a zone.
 - (vi) *WORKS ZONE* - to define a length of road outside a works site, reserved for construction vehicles.
 - (vii) *MAIL ZONE* - to define a length of road adjacent to postal facilities reserved for mail vehicles.



Figure 3.2 EXAMPLES OF ZONE SYMBOLS

(c) *No Stopping, No Parking and Clearway* The symbols used to indicate where vehicles are not permitted to stop or park or where clearway restrictions apply are shown in Figure 3.3.



(a) No Stopping



(b) No Parking



(c) Clearway

Figure 3.3 SYMBOLS FOR RESTRICTING STOPPING AND PARKING

Where it is required to indicate a 'tow-away' zone on No Stopping or No Parking signs, the words 'TOW AWAY' shall be placed on the relevant panel immediately above the directional arrow on a narrow panel or beside it on a wide panel as shown in Figure 3.4. Alternatively, where it is desired to provide drivers of towed vehicles with contact information for recovery of their vehicles, the TOW-AWAY ZONE sign (R5-Q01) may be used in lieu. This sign is mounted immediately below the relevant linear parking control sign as shown in Figure 3.4.

TOW-AWAY ZONE signs should be used only in situations where the towing provisions are to be rigorously applied. Thus, the sign is normally used in constrained, high volume situations where it is essential that all traffic lanes be kept open and to achieve this it will be necessary to tow illegally parked vehicles e.g. roadworks resulting in reduced roadway width.

NOTE: Dimensions of the TOW AWAY ZONE sign (R5-Q01) are given in Appendix A.

The TOW AWAY legend is always included on a Clearway panel or sign.

The application of 'tow-away' zones to clearways is given in Clause 4.3.



Figure 3.4 EXAMPLES OF SIGNS INDICATING TOW-AWAY ZONES

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3.3.3 Times of operation

No times shall be indicated on a panel when the type of parking control applies at all times. Similarly, where times of operation are identical every day, no days shall be indicated on the panel and where the panel applies all day, no hours of operation shall be indicated. In all other cases, the times of operation shall be fully indicated on the panel. Dimensions for times of operation legend are specified in paragraph A2.3. More detail on the expression of times of operation on signs is given in paragraph A3.2. The following is a summary of requirements:

- (a) *Abbreviations for days and months* The following standard abbreviations shall be used:

Days of the week: MON, TUE, WED, THU, FRI, SAT, SUN

Months: JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC

In addition, it may be convenient to use abbreviations such as the following:

Holidays: HOLS

- (b) *Display of times and days* The method of showing hours and days of operation on panels shall be as follows:

- (i) Whole hours shall be shown as follows:

8_{AM} 2_{PM}

- (ii) Parts of hours shall be limited to 15, 30 and 45 minutes past the hour and shall be shown as follows:

8³⁰_{AM}

- (iii) Panels which have a common period or periods for every day from Monday to Friday, with or without a restriction for a different period or periods on Saturday, shall show the weekdays in 20 mm letters as follows:

MON – FRI

Saturday shall be shown on such panels, if applicable, as SAT in 20 mm letters.

- (iv) Where the conditions of item (iii) do not apply, days shall be shown in larger letters (27 mm) to emphasize that the day periods are different from what might be expected on the sign, as follows:

MON & WED SAT MON – SAT

- (v) A period which begins and ends either in the morning or after midday shall be shown as follows:

7 – 9_{AM} 4 – 6_{PM}

AM and PM shall only be shown once in each of these cases.

- (vi) A period beginning in the morning and ending after midday shall be shown as follows:

10³⁰_{AM} – 4_{PM}

- (vii) Noon shall be shown thus:

12
NOON

- (viii) Midnight shall be shown thus:

MID
NIGHT

- (ix) Where one or more panels on a sign apply to a common section of roadway and an additional panel is to apply at all other times, the time shall be shown thus:

ALL
OTHER
TIMES

ALL OTHER
TIMES

To avoid complicated combinations of times in situations such as a no stopping restriction in the vicinity of a children's crossing, where 2-hour parking is to be permitted outside school crossing times, the parking panel may have a legend of the type '2P OTHER TIMES WITHIN 7AM - 5PM'. See also clause 4.3.3 for use of the legend 'ALL OTHER TIMES' in conjunction with No Stopping signs on part-time clearways.

- (x) Where a panel indicates two time periods within a single day, or a common group of days, they shall be shown thus:

6³⁰ - 9³⁰_{AM}
3³⁰ - 6³⁰_{PM}
MON - FRI

- (xi) Where different times apply on two separate days, or groups of days, they shall be shown thus:

9_{AM} - 5³⁰_{PM}
MON - FRI
9_{AM} - 12_{NOON}
SAT

- (xii) Steps shall be taken to ensure that unexpected time periods, such as the following, do not confuse road users:

- (A) All-night restrictions shall not be shown typically as 6 PM - 6 AM, but as 6 PM - MIDNIGHT and MIDNIGHT - 6 AM.
- (B) Since the period 7AM - 9PM may be misread as 7AM - 9AM, it shall be shown as 7AM - 12NOON and 12NOON - 9PM.

3.3.4 User limitations

Where a panel applies exclusively to a particular vehicle, or type of vehicle, or where such vehicles are excepted, this shall be indicated on the panel, unless covered by regulations, as follows:

- (a) *On Parking panels* Limitations are indicated as follows:
- (i) *Vehicle type limitation* A parking area reserved for a particular type of vehicle shall be indicated by using appropriate words or symbols together with the word 'ONLY'. Examples are shown in Figure 3.5.



Figure 3.5 EXAMPLES OF USER LIMITATIONS ON PARKING PANELS

- (ii) *Exceptions* Where a particular group of vehicles (e.g. those belonging to local residents) is excepted from the time limit restrictions on a Parking panel, the exemption shall not be indicated on the panel.

In the case of a Resident Permit area, to assist enforcement officers or new residents, the words 'PARKING PERMIT AREA', 'RESIDENT PERMIT AREA' or similar, possibly with an area number or code, may be shown below the sign. Where shown, this information should be placed on a separate plate mounted below the sign, or on an adhesive label or similar, affixed to the sign post. Methods of displaying this information are shown in Figure 3.6.

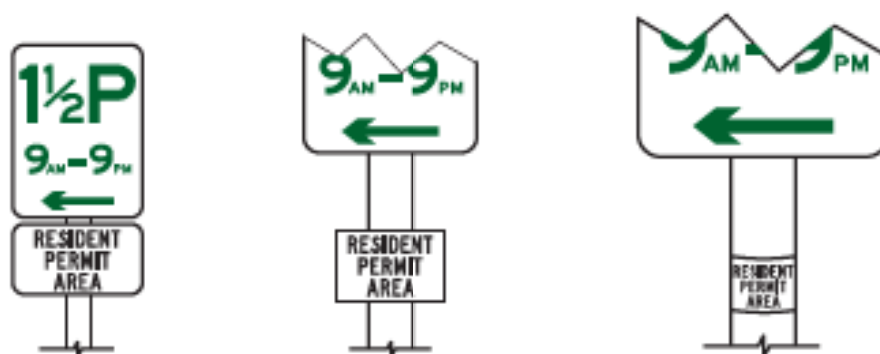


Figure 3.6 PERMIT AREA PLATES AND LABELS

- (iii) *Parking on verge* Where parking is required to take place on a verge or nature strip, the words ON VERGE shall be placed on the Parking sign.
- (b) *On Zone panels* The ZONE component in a zone panel shall be used to specify the required user limitation. As the need for further limitations to be specified in legend outside the ZONE block will be limited, such legends should only be used to specify a particular group of users where confusion or operational problems would otherwise occur. Examples are shown in Figure 3.7. The word 'ONLY' shall not be used.

The time limit for stopping may also be shown below the zone symbol in the form shown in Figure 3.7(c) where it is not included in the ZONE block (e.g. as for signs R5-Q04, R5-Q05 in Appendix A). The limit should be in accordance with State regulations.

AREA 12 S.T.A. 20 MINS MAX

(a) For a permit zone

(b) Where bus zones
are reserved for
particular operators

(c) Where it is desired
to show the limit for
stopping

Figure 3.7 EXAMPLES OF USER LIMITATIONS ON ZONE PANELS

(a) *On No Stopping, No Parking and Clearway panels* Limitations are applied as follows:

- (i) *Exceptions* Where any of these restrictions is not to apply to a particular vehicle or type of vehicle, or where it is desired to limit stopping or parking to a particular vehicle or type of vehicle not covered by regulations for zone panels, the limitation may be specified in legend. The exception shall consist of one or more lines of legend followed by the word 'EXCEPTED'. An example is shown in Figure 3.8(a). It is not usual to except vehicles in clearways unless they are permitted to park in indented bays clear of the clearway lane.
- (ii) *Prohibited Parking positions* Where any of these restrictions is to apply to a particular position or location not on a roadway, e.g. to prohibit parking on the verge, a legend of the type ON VERGE (see Figure 3.8(b)) shall be shown on the sign.

**POLICE
VEHICLES
EXCEPTED**

(a) Exception

**ON
VERGE**

(b) Prohibited parking position

Figure 3.8 EXAMPLES OF USER LIMITATIONS ON NO STOPPING AND NO PARKING PANELS

(a) *Qualifying terms* The qualifying terms which are to be used with each of the user limitations in items (a), (b) and (c) are summarized as follows:

- (i) Parking panels-
 - (A) Vehicle type limitation-ONLY shall be used (EXCEPTED is not permitted).
 - (B) Permit area exceptions-no qualifier at all shall be shown on the panel.
- (ii) Zone panels-legends further describing a particular group of users may be used but neither EXCEPTED nor ONLY shall be used on these panels.
- (iii) No Stopping, No Parking panels-EXCEPTED shall be used for vehicle exceptions (ONLY is not permitted).
- (iv) Clearway panels-qualifiers shall not be used unless parking is to be permitted in indented bays clear of the clearway lane.

3.5 Arrows

Every panel shall have a single or double arrow indicating the direction(s) in which the panel applies.

3.4 SIGN LAYOUT

3.4.1 Panel layout and component dimensions

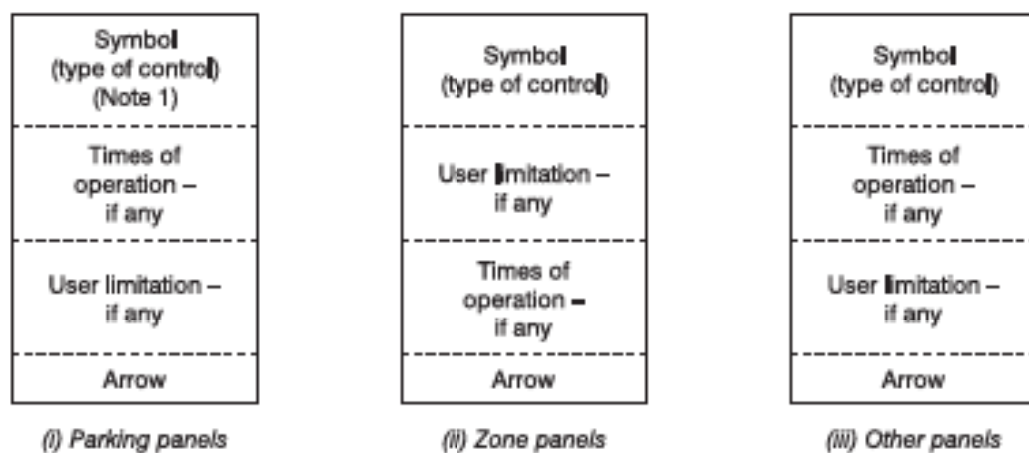
The following requirements and recommendations apply to the layout of panels and the dimensions of components:

- (a) Panels shall be either narrow ('portrait' format) or wide ('landscape' format).
- (b) Where a sign consists of either a single panel or two panels separately applying to adjacent sections of kerbside, the panels should be narrow. In other cases wide panels, or combinations of narrow and wide panels, may be required.

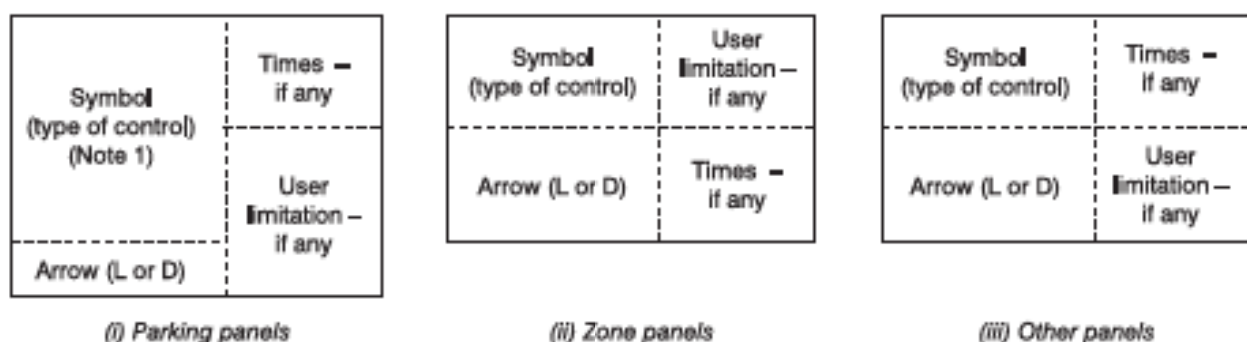
- (c) The arrow and type of control on a wide panel shall always be on the side of the panel to which the arrow points if it is a one-way arrow, or on the left side if it is a two-way arrow. On a wide two-way No Stopping Anytime panel without any user limitation, both the type of control symbol and the arrow may be centred on the panel.
- (d) The type of control shall always be at the top of the panel and the remaining components placed in an order which will not create ambiguity, e.g. whether vehicle types are included or excluded at a particular time.
- (e) The layout of the panel components within each panel shall be as shown in Figure 3.9. Effort should be made to avoid additional wording. Narrow panels may be made deeper if additional wording is necessary. In the case of wide panels, the broad principles in Figure 3.9 should be followed, although the location within the panel of some components may need to vary.

The dimensions of the panel components and the spacing between them are shown in Appendix A.

- (f) Every line of text or symbol in a narrow panel shall be centred across the panel. On wide panels information within each half should have a common vertical centre-line. Generally, where spacing is greater than the minimum, the top clearance space shall be less than other variable spaces. In all cases the whole panel should have a balanced appearance.



(a) Narrow panels - 225 mm wide (See Note 2)



(b) Wide panels - 450 mm wide (See Notes 3 and 4)

NOTES:

- 1 The type of control may include the method of parking or method of payment. Where either method is to be specified, it is normally shown in words immediately below the symbol. If there is no user limitation or times of operation to be specified, the method of parking or method of payment, if specified, may be located on the other half of a wide panel. See Clause 3.3.2(c) for the location of the legend TOW AWAY.
- 2 The locations of the user-limitation component have been chosen to minimize ambiguity.
- 3 Elements in each half of wide panels should be spaced to provide visual balance.
- 4 A mirror image layout of the wide panels is used when a right-hand arrow is required.

Figure 3.9 LAYOUT OF PARKING CONTROL PANELS

3.4.2 Arrangement of panels on a sign

When choosing the appropriate combination of narrow and wide panels and deciding their arrangement on a sign, the following requirements and recommendations apply:

- A sign incorporating a panel in which the control applies in one direction only shall be arranged so that the arrowhead is on the edge of the sign in the direction it indicates.
 - A panel with a double-headed arrow shall extend across the full width of the sign.
 - Where a sign incorporates one Parking panel and one other type of panel applying in the same direction, the Parking panel should be below the other panel. Generally, a Clearway or Peak Period No Stopping panel should be at the top of a sign.
 - Otherwise where a sign incorporates two or more Parking panels or two or more other types of panels applying in the same direction, the panels should be located in chronological order, down the sign.
 - A wide panel shall not have another panel beside it.
- No sign should incorporate more than four panels.

Examples of multiple-panel signs are shown in Appendix A, Figure A2.

3.5 PANEL AND SIGN SIZES

The incorporation of standard symbols in parking control signs allows the use of smaller panels than would otherwise be possible, while maintaining legibility.

Narrow panels shall be 225 mm wide and wide panels 450 mm wide. The depth of a panel shall be selected from the panel sizes given in Figure 3.10 according to the amount of information to be included and the method of sign construction. Panel sizes shall be limited to those shown in Figure 3.10 except as permitted in Clause 3.4.1 (e).

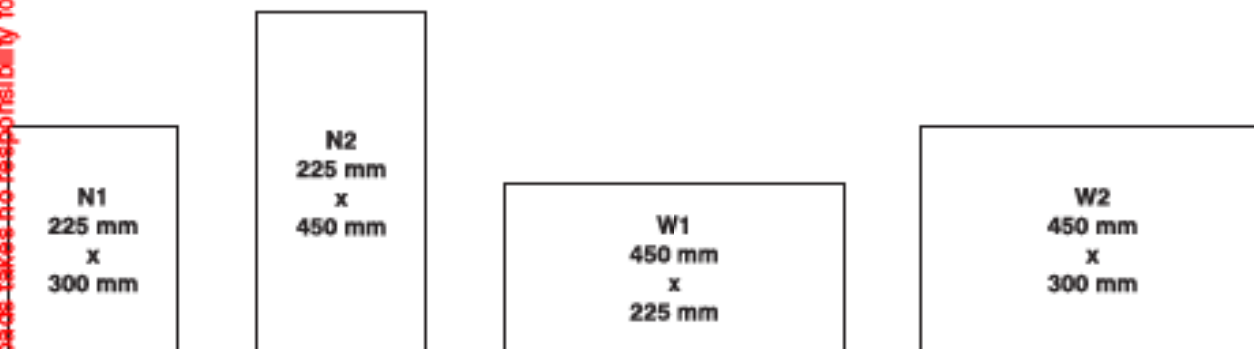


Figure 3.10 STANDARD PANEL SIZES

Sign sizes vary depending on the number of panels and their configuration. However, because of the necessary clearance height for pedestrians, (see Part 1 of this Manual) signs deeper than 900 mm are not recommended. They are likely to contain excessive amounts of information and be mounted too high for ease of reading.

Signs comprising only a single 225 × 300 mm panel should be avoided as they are too small to be sufficiently conspicuous.

Advice on the arrangement of panels on a sign, together with a recommended coding for various common arrangements, is given in Appendix A, Paragraphs A4 and A5.

SECTION 4. CLEARWAYS

4.1 GENERAL

The purpose of a clearway is to prohibit kerbside stopping, generally on long continuous lengths of roadway, for all vehicles except buses and taxis, and so provide an additional lane for moving traffic. Clearways are typically used to provide either improved traffic capacity at periods of high flow or to provide improved level of service for traffic continuously in locations where there is minimal demand for parking. No stopping zones may be designated as clearways by means of Clearway start and end signs together with linear parking control signs incorporating the clearway control symbol as set out in Clause 4.3.

Clearways should not be established to control stopping along isolated lengths of road where other parking controls may be effectively used.

4.2 GUIDELINES

Where the need for a clearway arises from a need to improve traffic capacity, the factors to be considered are the number of lanes available and the presence or absence of a tramway service operating in the general traffic lanes.

The number of lanes, marked or unmarked, available to traffic before the clearway is introduced, is listed in the first column of Table 4.1 and the number of lanes available after the clearway is introduced in the last column.

The times during which peak-hour stopping is prohibited should be uniform over as large an area as possible, but should also take account of any regional traffic flow characteristics, such as the progressive movement of traffic into or out of the city centre in some cities. Clearways should be continuous, embracing short intermediate sections which might not otherwise be justified on the basis of warrant considerations alone.

The duration of the clearway should not be less than 1 hour, and may extend to 3 hours or longer in large cities. Extended clearways, of 12 or 24 hours duration, may also be appropriate on important arterial roads.

TABLE 4.1 GUIDELINES FOR THE PROVISION OF CLEARWAYS

Flow lanes available in one direction before clearway installed	One-way flow rate at which stopping may be banned (vehicles per hour)	Flow lanes available in one direction after clearway installed
Streets with a mix of trams and motor traffic		
1	600	2
2	1 200	3*
Streets with no trams or segregated tram tracks		
1	800	2
2	1 600	3
3	2 400	4

* For the safety of alighting and boarding passengers, refuge islands should be provided beside the tram tracks at tram stops on streets with two or more flow lanes to the left of the tram tracks.

4.3 SIGNPOSTING OF CLEARWAYS

4.3.1 General

Signs used for the signposting of clearways are listed in Table 4.2. An example of the sign layout required for a clearway is shown in Figure 4.1.

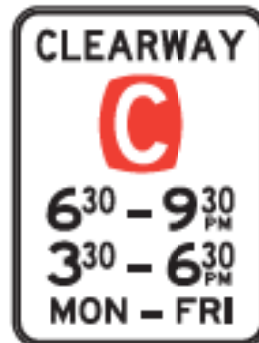
TABLE 4.2 CLEARWAY SIGNS

Sign	Sign number	Size, mm
Tow-Away	R5-39A R5-39B	600 x 225 900 x 337
CLEARWAY (Start)	R5-50A R5-50B	600 x 800 900 x 1200
END Clearway	R5-51A R5-51B	600 x 600 900 x 900
Linear parking control signs	Refer to Section 3 for design and numbering	

3.2 Clearway start and end signs



R5-50



R5-50



R5-39



R5-50



R5-51

The CLEARWAY sign (R5-50) shall be erected at the start of a clearway. The signs are erected after each major intersection. If insufficient intersections intervene, repeater R5-50 signs should be placed at not more than 1 km intervals, but generally about 500 m to 600 m spacing. The END Clearway sign (R5-51) shall be used to designate the end of a clearway. Both signs are erected squarely to face incoming traffic, to reinforce the importance of these restrictions.

Where a clearway applies at all times, AT ALL TIMES shall be specified on sign R5-50.

The symbolic supplementary Tow-Away plate (R5-39) shall be placed above each CLEARWAY (R5-50) sign.

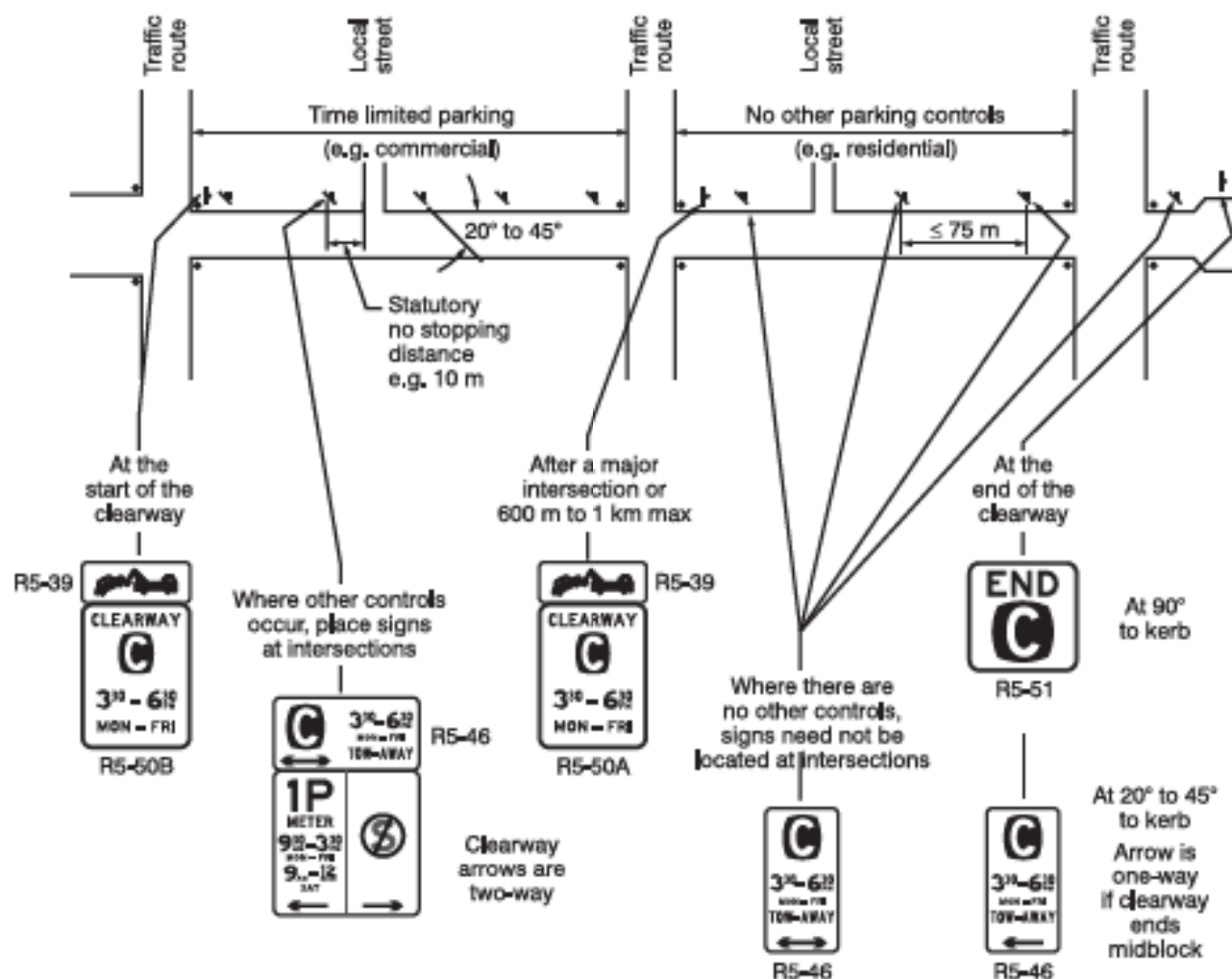


Figure 4.1 EXAMPLE OF THE SIGNPOSTING OF A CLEARWAY

4.3.3 Linear parking control signs

Linear parking control sign panels designating a clearway shall be the same design as the No Stopping sign except that the Clearway symbol replaces the No Stopping symbol. Clearway panels are illustrated in Table 3.1.

On part-time clearways, short lengths of full-time no stopping control such as near intersections, shall be signed as shown in Figure 4.1. Lengths of full-time no stopping control within a part-time clearway which are long enough to require intermediate signs shall be signed either by using the No Stopping panel alone or by including the legend 'ALL OTHER TIMES' in the No Stopping panel beneath the Clearway panel. Otherwise on part-time clearways, panels indicating controls applicable at other times shall be mounted in conjunction with the clearway panels. The legend 'AT ALL TIMES' shall not be used on kerbside panels.

SECTION 5. AREA PARKING CONTROL SIGNS

5.1 GENERAL

Area Parking Control signs are used to provide a uniform parking control over a large area. Whereas the Linear Parking Control signs specified in Section 3 control a single line of stopping or parking along a kerb or roadway edge by using arrows to point to the next sign or other legal device, Area Parking Control signs operate using an entry and exit signing system which defines the boundary of a controlled area. Within the boundary of each parking control area statutory No Stopping restrictions remain in force. Exceptions within the signed parking control area or to the statutory restrictions are effected by use of Linear Parking Control signs.

When used appropriately, area parking controls offer the advantages of reduced total signing costs and improved amenity, compared with the exclusive use of linear parking controls.

The types of areas most suitable for such application are:

- (a) Large areas encompassing a network of streets over which the same general restrictions are to apply.
- (b) Off-street carparks and other areas where positioning of parking control signs may be difficult.
- (c) Extended lengths of individual streets.

Three types of parking control areas are used:

- (i) Parking Areas - in these areas, a single blanket time-limit parking restriction will be imposed (e.g. 2-hour parking), either full-time or part-time.
- (ii) No Stopping Areas - in these areas there is a blanket restriction on stopping throughout.
- (iii) No Parking Areas - in these areas there is a blanket restriction on parking throughout.

Signs used to denote these types of parking control areas and details of the application are set out in clauses 5.2 and 5.3.

Power for a local government to establish parking control on any road within its area is contained in the Transport Operations (Road Use Management) Act.

A local government may, under a local law, define any part of its area to be controlled by regulated parking. This area must be authorized, defined and signed before any form of regulated parking whether it is by parking meters, parkatareas or time limits, can be established. Official traffic signs must be installed on every road where the area boundary crosses it. These signs must display the name of the area, the hours and days of the week that regulated parking applies and the maximum period of time for which a vehicle may be parked in such Parking Area during these hours and on those days unless otherwise signed.

5.2 SIGN SIZE AND LAYOUT

Examples of the various types of area parking control signs and their application are given in Table 5.1. Sign sizes and layouts will vary, depending on the type of application, the extent of the controlled area, and the constraints of each site. The type of control symbol and legends for method of payment, times of operations and user limitations shall follow the principles set out in the relevant clauses referenced in the last column of Table 5.1. Sizes shall be larger than on Linear Parking Control signs. A name for the Parking Control Area may be included at the top of the entry sign.

The word 'END' shall be prominently displayed on signs at the exit from the Parking Control area.





Where there are any kerbside locations to be excepted from the general area requirements by means of linear parking control signs, other than signs reminding users of statutory restrictions, the words 'EXCEPT AS SIGNED' shall be shown on all Area Control signs except END signs.

Table 5.1 EXAMPLES OF AREA PARKING CONTROL SIGNS

Sign	Sign number	Typical overall dimensions mm	Layout	Colour specifications	Component references See Notes 1, 2, 3
Parking Area Major entry	R5-60A R5-60B	2000 x 1150 3000 x 1875		Background - White Parking symbol and integer - Green Other legend and border - Black	Area name - Clause 5.2 Parking duration symbols - Clause 3.3.2(a)
Minor entry	R5-61A R5-61B	750 x 1050 1125 x 1575		Background - White Parking symbol and integer - Green Other legend and border - Black	Method of payment - Clause 3.3.2(a) Times of operation - Clause 3.3.3
Internal reminder	R5-62A R5-62B	450 x 750 600 x 1000		Background - White Parking symbol and integer - Green Other legend and border - Black	User limitations - Clause 3.3.4 Words - EXCEPT AS SIGNED
End	R5-63A R5-63B	600 x 600 900 x 900		Background - White Parking symbol and integer - Green Other legend and border - Black	Parking duration symbols - Clause 3.3.2(a)
Advance	R5-64A R5-64B	600 x 600 800 x 800		Background - White Legend and border - Black	
Method of parking	R5-65A R5-65B	450 x 300 600 x 400		Background - White Legend and border - Black	

(continued)

Table 5.1 EXAMPLES OF AREA PARKING CONTROL SIGNS (contd.)

Sign	Sign number	Typical overall dimensions mm	Layout	Colour specifications	Component references See Notes 1, 2, 3
Stopping Area Major entry	R5-70A R5-70B	2000 x 1150 3000 x 1675		Background – White Symbol – Black Annulus and slash – Red Other legend and border – Black	Area name – Clause 5.2 No stopping symbol – Clause 3.3.2(c)
Minor entry	R5-71A R5-71B	750 x 1060 1125 x 1675		Background – White Symbol – Black Annulus and slash – Red Other legend and border – Black	Times of operation – Clause 3.3.3 User limitations – Clause 3.3.4
Internal reminder	R5-72A R5-72B	450 x 750 600 x 1000		Background – White Symbol – Black Annulus and slash – Red Other legend and border – Black	Words – EXCEPT AS SIGNED
End	R5-73A R5-73B	600 x 600 900 x 900		Background – White Symbol – Black Annulus and slash – Red Other legend and border – Black	No stopping symbol – Clause 3.3.2(c)

NOTES:

The method of payments, times of application and user limitation components are used as appropriate.

No Parking Area signs R5-80, R5-81, R5-82 and R5-83 are the same dimensions and basic design as signs R5-70, R5-71, R5-72 and R5-73 but the symbol 'P' replaces the symbol 'S'.

The area name, if any, is not included in the internal signs. Internal signs should be smaller than the area entry signs.

5.3 SIGN APPLICATION

5.3.1 Area entry signs

Signs in the Series R5-60, R5-61, R5-70, R5-71, R5-80 or R5-81 as appropriate, shall be erected at each entry point into a Parking Control area. Signs may be needed on both sides of the roadway. The larger signs, e.g. R5-60 are used where a more conspicuous sign is required such as on high speed, wide or high volume arterial roads and may be mounted overhead if parked vehicles or other circumstances require. Where advance warning of the entry to a Parking Control area is needed, typically on arterial roads where approach speeds are high, the sign AREA PARKING CONTROL AHEAD shall be used.

Consistent with the need for signs to be conspicuous, they should be located at or beyond important intersections.

It is essential that every vehicular entry point into a Parking Control area is signposted.

5.3.2 Area exit signs

Signs in the Series R5-63, R5-73 or R5-83 as appropriate shall be located at each exit point from a Parking Control area. On a two-way road these will normally be placed at the same longitudinal location as the entry signs.

5.3.3 Signs within the Parking Control area

The following signs shall be used or considered for use within a parking control area:

- (a) *Statutory restriction signs* Linear Parking Control signs reminding drivers of overriding statutory restrictions on stopping or parking, e.g. No Stopping signs close to an intersection, should be used wherever infringement of these restrictions is likely to be a problem.
- (b) *Exception to the general area control* Wherever it is necessary to vary the general area control at a particular location, e.g. a No Stopping area with a user limitation, Linear Parking Control signs, confined to that length of kerbside to which the exception or variation applies, shall be used.
Special Purpose Zone signs (see Clause 3.3.2(b)) applying to a particular length of kerb may be used within a Parking Control area. However, special purpose zoning shall not be applied to an area as a whole.
- (c) *Reminder signs* Signs in the Series R5-62, R5-72 and R5-82 may be used within a Parking Control area as reminder signs where required. They should be considered for use in large parking control areas encompassing a network of streets where a high proportion of drivers makes only occasional visits and it might not otherwise be apparent that there is area control of parking. Such signs should be used sparingly as overuse of internal signs can negate the advantages of area signing, and create an unreasonable expectation amongst motorists that area signs will be visible from all, or nearly all, locations within the controlled area.
- (d) *Parking in marked bays* Where it is desired to restrict the parking of vehicles within a Parking Area to marked bays, the PARK IN BAYS ONLY sign (R5-65) shall either be installed under signs R5-61 or R5-62 or it may be incorporated in the design of the R5-60, R5-61 or R5-62 signs.

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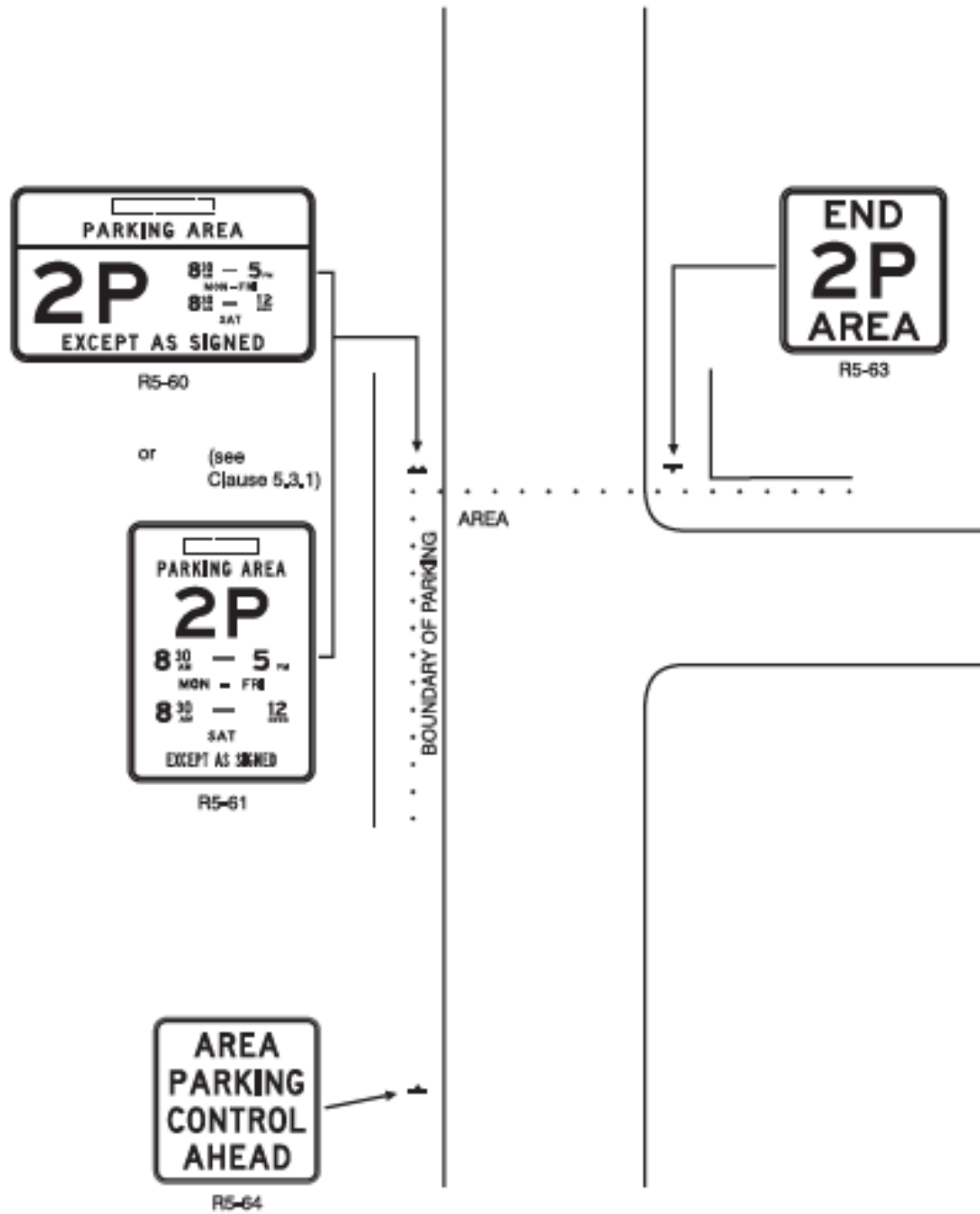


Figure 5.1 PARKING AREA BOUNDARY DELINEATION

SECTION 6. PARKING DIRECTION SIGNS

6.1 GENERAL

Parking Direction signs may be used to guide road users to on or off-street parking facilities and to provide other information of assistance to road users. Parking Direction signs may comprise-

- fixed signs, generally suitable for directing traffic to full-time parking areas where congestion is not normally a problem;
- fully variable-message signs, appropriate to direct traffic to part-time or special event parking areas or to advise of special parking conditions during special events; or
- partially variable-message signs, appropriate to advise potential users of parking areas of availability of space.

6.2 INFORMATION

The following lists typical information which may be included on Parking Direction signs:

- The name of the parking area or locality or feature which it serves.
- The distance to the parking area.
- Restrictions on type of vehicle. (For bicycle parking, see AS 2890.3).
- Restrictions on parking periods.
- Number of parking spaces available and whether the area is full.
- Directions to parking spaces for people with disabilities.
- Other facilities available at or near the parking area (e.g. park and ride).

6.3 SIGN DESIGN

Fixed Message Parking Direction signs shall comprise a white letter 'P' together with a directional arrow and other information as required in white, on a blue background. Examples of fixed-message signs and an example of a partially variable-message sign are shown in Figure 6.1.



Figure 6.1 EXAMPLES OF FIXED AND VARIABLE-MESSAGE PARKING DIRECTION SIGNS

Signs G7-3-1 and G7-6-1 are the general parking direction and parking position signs. The arrow on the G7-3-1 sign may be pointing left, right, up (straight ahead) or angled up as appropriate. Two (or three) arrows may be included if separate parking areas are located in two (or three) directions. In this case the arrows shall not be joined, but shall be separate for each direction, with the rear ends of the shafts nearest each other.

Where additional information is to be included on a static sign (see Clause 6.2), a sign in the form of G7-12 should be used. The following rules apply to the design of the G7-12 sign:

- a) The P is located to the upper left or upper right, as appropriate.
- b) One or more arrows shall be provided as indicated above for the G7-3-1 sign.
- c) The additional information shall be located below the P and arrow. If it is letters and numerals only, it shall be white letters on a blue background. Other information may be included on a white rectangular patch. The additional information should be restricted to two items (e.g. the feature name and the number of spaces).
- d) Letter heights and series shall be adequate for the speed of approaching traffic and the location of the sign (see Part 2 of this Manual).

When designing a variable-message sign, care is needed that the variable-message part of the sign is legible and conspicuous under all likely viewing conditions.

SECTION 7. PAVEMENT MARKINGS

7.1 DELINEATION OF PARKING SPACES

7.1.1 Parking spaces for general use

Parking spaces for general use are marked by one of the following methods (see Figure 7.1):

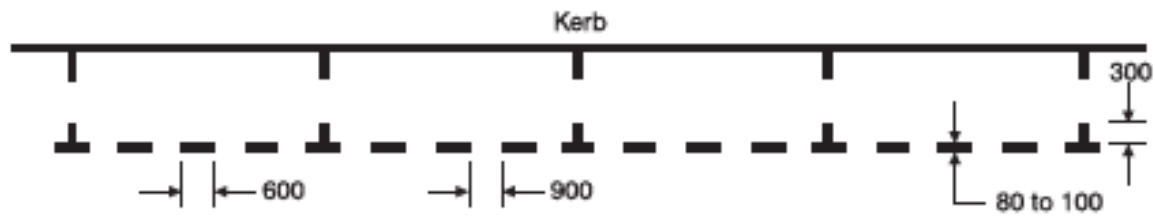
- (a) White broken lines 80 mm to 100 mm wide, having line segments of 600 mm and gaps of 900 mm (see Figure 7.1(a)).
- (b) White unbroken lines 80 mm to 100 mm wide may be used in lieu of (a) above to delineate parking spaces. They shall not be used in locations where there are part-time clearways or other part-time No Stopping areas, or where they are so close to an edge line as to give the appearance of a two-way barrier line.
- (c) White markings 80 mm to 100 mm wide in the shape of an inverted T or an L at the corners of the spaces only (see Figure 7.1(b)). This pattern may be used in locations where there are part-time clearways or other part-time No Stopping areas. It is not suitable for angle-parking.
- (d) Raised pavement markers (non-reflective) indicating the outline of the spaces as a series of white dots for right-angle or parallel-parking, but not for angle-parking at angles other than 90 degrees. This method should not be used where through traffic runs over parking bay markings at times when there is no parking.
- (e) Contrasting pavement materials, such as bricks, arranged in a manner similar to methods in items (a), (b) or (c) above. Possible future discolouring and loss of contrast caused by dirt and tyres should be taken into account.

7.1.2 Special use parking spaces

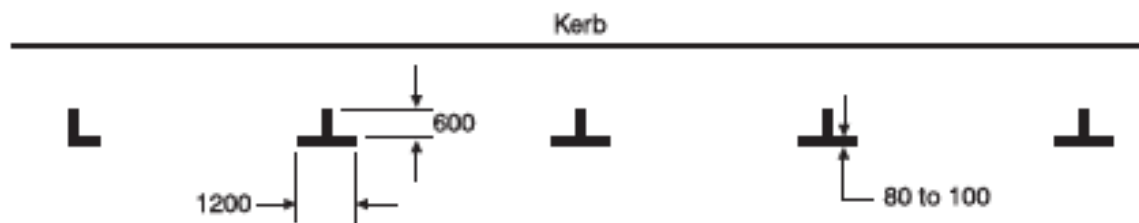
Parking spaces which are to be permanently set aside for special uses such as taxis, buses or people with disabilities parking may be marked by broken yellow lines using line widths, and line and gap lengths as shown in Figure 7.1(c) as an alternative to the methods given in clause 7.1.1. This method may also be adapted to angle-parking.

7.1.3 Parking space dimensions

Dimensions for marked parking spaces are given in Appendix C.

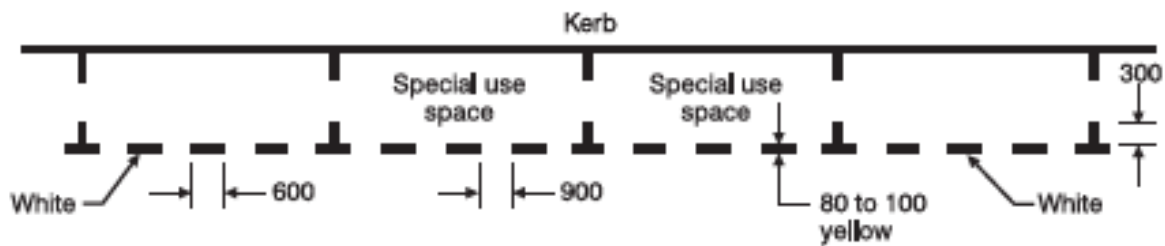


(a) Marking all sides with broken lines



(Not suitable for angle parking)

(b) Marking corners of bays only (example application)



(c) Marking special use parking spaces with broken yellow lines

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NOTES:

1. See Clause 7.1 for other methods.

2. Methods (a) and (c) may also be adapted for angle-parking.

DIMENSIONS IN MILLIMETRES

Figure 7.1 DELINEATION OF PARKING SPACES

7.2 EDGE MARKING OF NO STOPPING AND SPECIAL PURPOSE ZONES

Roadway edge marking used in the control of parking shall take one of the following forms:

- Unbroken yellow No Stopping line** This line shall comprise an unbroken yellow line, 80 mm to 100 mm wide, placed close and parallel to the edge of the roadway as shown in Figure 7.2(a). It may be used to supplement full-time signposted clearways or other full-time No Stopping areas and indicates the stopping prohibition is applicable to all vehicles. This marking may also be used alone to indicate a full-time No Stopping area. The marking would normally supplement signposting, except where it is considered the marking alone would provide clear, unambiguous advice of the prohibition to drivers at all times and it is located in an area where drivers would reasonably expect this type of parking control.
- Broken yellow zone line** This line shall comprise a broken yellow line, 80 mm to 100 mm wide with 600 mm line segments and 900 mm gaps, placed close and parallel to the edge of the roadway as shown in Figure 7.2(b). It may be used to supplement signposted zones where only certain types of vehicles are permitted to stop.

Where a special purpose zone is isolated from other marked parking spaces, a parking space or series of spaces outlined with broken yellow lines similar to those shown in Figure 7.1(c) is normally marked.

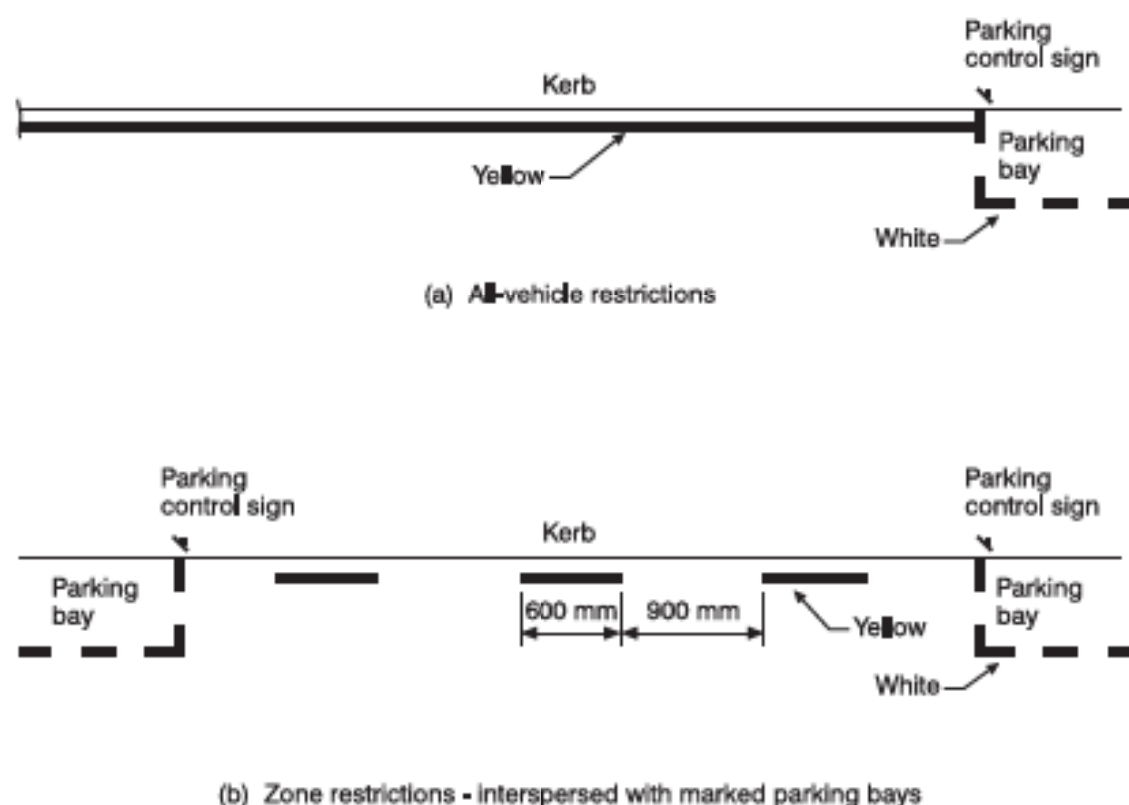


Figure 7.2 TYPICAL LAYOUTS FOR FULL-TIME, PART-TIME OR ZONE PARKING RESTRICTIONS

7.3 OTHER PAVEMENT MARKINGS

Pavement messages may be used to supplement sign controls or statutory restrictions. Such messages shall consist of words at least 300 mm high, written either to face oncoming traffic (perpendicular to the edge of the roadway) or parallel to the edge of the roadway, facing to the middle of the roadway, as appropriate. The letters should be similar to Series D and should not be elongated.

Some typical messages are as follows:

BUS ONLY or BUS STOP

LOADING ZONE

TAXI or TAXI RANK

NO STOPPING

NO PARKING

KEEP CLEAR*

Symbol of access (minimum height shall be 800 mm)

The colour for these pavement messages and symbols is white. The disabled symbol shall be placed as a white symbol on a blue square background within each parking space.

Where a parking space or area is reserved for people with disabilities, the people with disabilities road marking (or disabled symbol) would normally supplement the permissive parking control sign displaying the people with disabilities symbol. The marking may be used alone where the parking space has special characteristics, such as coloured paving etc, so that drivers would readily recognize the user limitations applying to the space.

* This usage of the KEEP CLEAR marking relates only to the control of parking which may cause an obstruction, e.g. in front of a driveway. For use of the KEEP CLEAR marking in the queued traffic situation, refer to Part 2 of this Manual.

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