Queensland Manual of Uniform Traffic Control Devices

Part 13: Local area traffic management

July 2019

Queensland Government

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About this document

This document sets out:

- local area traffic management treatments
- application of signs and markings to devices
- signs and pavement markings.

How to use this document

This document is designed to be read and applied together with AS 1742.13-2009 *Manual of Uniform Traffic Control Devices Part 13* (AS 1742.13-2009). You must have access to the Australian Standard to understand what applies in Queensland.

This document:

- sets out how AS 1742.13-2009 applies in Queensland
- has precedence over AS 1742.13-2009 when applied in Queensland
- has the same section and clause numbering and headings as AS 1742.13-2009.

The following table summarises the relationship between AS 1742.13-2009 and this document:

Applicability	Meaning
Accepted	The Australian Standard section or clause is accepted.
Accepted, with amendments	Part or all of the section or clause has been accepted with additions, deletions or differences.
New	There is no equivalent section or clause in the Australian Standard.
Not accepted	The Australian Standard section or clause is not accepted.

Definitions

The following general amended definitions apply when reading AS 1742.13-2009.

Reference to…	Means
AS 1742.13-2009	AS 1742.13-2009, as amended by this document For example, a reference to AS 1742.13-2009 means you must refer to the Australian Standard Part 13, **and** Part 13 of the Queensland Manual of Traffic Control Devices (Queensland MUTCD). Throughout AS 1742.13-2009, references are made to other parts of the Australian Standards (for example, when reading Part 13 you may be referred to Part 1 for further information.) In this case, you must refer to the equivalent Part within the Queensland MUTCD first. Check the applicability of the equivalent Part in the Queensland MUTCD **before** referring to the referenced Australian Standard Part.
TRUM	Traffic and Road Use Management Manual

Relationship table

Section	Clause	Description	Applicability
Foreword			Accepted
1	**Scope and general**		
	1.1	Scope	Accepted
	1.2	Referenced documents	Accepted
	1.3	Definitions	
	1.3.1	*Local area*	Accepted
	1.3.2	*Local area traffic management (LATM)*	Accepted
	1.3.3	*May*	Accepted
	1.3.4	*Road classifications (see Figure 1.1)*	
	1.3.4.1	Arterial road	Accepted
	1.3.4.2	Sub-arterial road	Accepted
	1.3.4.3	Collector road	Accepted
	1.3.4.4	Local street	Accepted
	1.3.5	*Road hump*	Accepted
	1.3.6	*Roundabout*	Accepted
	1.3.7	*Shall*	Accepted
	1.3.8	*Should*	Accepted, with amendments
	1.3.9	*Slow point*	Accepted
	1.3.10	*Traffic control device*	Accepted
	1.3.11	*Traffic management classifications*	
	1.3.11.1	Area speed zone	Accepted
	1.3.11.2	Isolated	Accepted
	1.3.11.3	Perimeter	Accepted
2	**Local area traffic management (LATM) treatments**		
	2.1	Scope of section	Accepted
	2.2	GIVE WAY signs and STOP signs	
	2.2.1	*Purpose*	Accepted
	2.2.2	*Application*	Accepted
	2.3	Perimeter (threshold) treatments	Accepted
	2.4	Road humps	
	2.4.1	*General*	Accepted
	2.4.2	*Hump profiles*	Accepted
	2.4.2.1	Hump profiles for bus routes	New
	2.4.3	*Installation*	Accepted
	2.4.4	*Spacing*	Accepted

Section	Clause	Description	Applicability
	2.5	Horizontal displacement devices	
	2.5.1	*Roundabouts*	Accepted
	2.5.2	*Slow points*	Accepted
	2.5.3	*Driveway links*	Accepted
	2.6	Modified intersections	Accepted
	2.7	Road closures	Accepted
	2.8	Mid-block islands	Accepted
	2.9	One-way streets	Accepted
3	**Application of signs and markings to devices**		
	3.1	Scope of section	Accepted
	3.2	General	Accepted
	3.3	Speed controls	Accepted
	3.4	Typical arrangements for local area traffic management devices	Accepted, with amendments
4	**Signs and pavement markings**		
	4.1	Scope of section	Accepted, with amendments
	4.2	Regulatory signs	
	4.2.1	*GIVE WAY (R1-2)*	Accepted
	4.2.2	*STOP (R1-1)*	Accepted
	4.2.3	*Roundabout (R1-3)*	Accepted
	4.2.4	*ONE WAY (R2-2(L))*	Accepted
	4.2.5	*KEEP LEFT (R2-3(L))*	Accepted
	4.2.6	*NO ENTRY (R2-4)*	Accepted
	4.2.7	*No Left Turn (R2-6(L)), No Right Turn (R2-6(R))*	Accepted
	4.2.8	*All Traffic Turn (R2-14(L) or (R))*	Accepted
	4.2.9	*ONE WAY (Repeater) (R2-17)*	Accepted
	4.2.10	*Speed Restriction (R4-1)*	Accepted
	4.2.11	*Speed Limit AREA (R4-10), END Speed Limit AREA (R4-11)*	Accepted
	4.2.12	*Supplementary plates*	Accepted

Section	Clause	Description	Applicability
	4.3	Warning signs	
	4.3.1	*Turn (W1-1(L) or (R))*	Accepted
	4.3.2	*Roundabout Ahead (W2-7)*	Accepted
	4.3.3	*Road Humps Ahead (W3-4)*	Accepted
	4.3.4	*Road Hump (W5-10)*	Accepted
	4.3.5	*SLOW POINT (W5-33)*	Accepted
	4.3.6	*Advisory speed (W8-2)*	Accepted
	4.3.7	*ONE LANE (W8-16)*	Accepted
	4.3.8	*NEXT (Distance) …m (W8-17-2)*	Accepted
	4.3.9	*ON SIDE ROAD (W8-3)*	New
	4.4	Guide signs	
	4.4.1	*NO THROUGH ROAD (G5-10)*	Accepted, with amendments
	4.4.2	*LOCAL TRAFFIC ONLY (G9-40-1)*	Accepted
	4.4.3	*UNSUITABLE FOR LARGE VEHICLES (G9-41)*	Accepted
	4.5	Unidirectional hazard markers (D4-1-1, D4-1-2)	Accepted with amendments
	4.6	Pavement markings	
	4.6.1	*General*	Accepted
	4.6.2	*Stop lines*	Accepted
	4.6.3	*Give-way lines*	Accepted
	4.6.4	*Pavement markings at STOP signs and GIVE WAY signs*	Accepted
	4.6.5	*Markings on splayed approaches*	Accepted
	4.6.6	*Road hump markings*	Accepted
	4.6.7	*Raised pavement markers*	Accepted

Section	Clause	Description	Applicability
Appendices			
A	Illumination and reflectorization of signs (normative)		
	A1	*Scope*	Accepted
	A2	*General*	Accepted
	A3	*Means of illumination*	Accepted
	A4	*Means of reflectorization*	Accepted
B	Installation and location of signs		
	B1	*Scope*	Accepted
	B2	*Uniformity of location*	
	B2.1	General	Accepted
	B2.2	Longitudinal placement	Accepted
	B2.3	Lateral placement and height	
	B2.3.1	General	Accepted
	B2.3.2	Lateral placement	Accepted
	B2.3.3	Height	Accepted
	B3	*Installation / orientation*	Accepted
C	Requirements and guidelines for the design and use of LATM devices (normative)		
	C1	*General*	Accepted
	C2	*Road humps*	
	C2.1	Location	Accepted
	C2.2	Siting	Accepted
	C2.3	Road hump profiles	Accepted
	C3	*Slow points and partial road closures*	Accepted
	C4	*Roundabouts*	Accepted

Contents

Tables

1 Scope and general

1.3 Definitions

1.3.8 Should

Addition

Indicates a recommendation. Where the word ‘should’ is used, it is considered to be recommended usage, but not mandatory. Any recommendation that is not applied must be based on sound traffic engineering judgement and documented.

2 Local area traffic management (LATM) treatments

2.4 Road humps

2.4.2 Hump profiles

2.4.2.1 Hump profiles for bus routes

New

1 Purpose

Appendix A of Part 13 recommends that humps on bus routes be designed and positioned to minimise discomfort to passengers, by the use of long flat-top humps with minimum grade on the ramps. Brisbane City Council (BCC) has developed a design that addresses passenger discomfort issues.

This document outlines the road hump design requirements for use on bus routes, based upon the BCC design.

2 Profile requirements

The following design requirements shall be adopted for road humps used on bus routes:

- Maximum hump height = 100 mm.
- Minimum hump length (excluding ramps) = 6.0 m for single unit buses and 8.0 m for articulated buses.
- Maximum ramp grade = 1:15.

3 Application of signs and markings to devices

3.4 Typical arrangements for local area traffic management devices

Difference

The following Note 3 replaces Note 3 in Figure 3.11 of the Australian Standard.

3. Hazard markers (for example, D4-5) may be required within the landscaped area until landscaping is fully established.

4 Signs and pavement markings

4.1 Scope of section

Addition

The following three signs are added to Table 4.1

Table 4.1 – Signs used in local area traffic management schemes

Sign	Sign number	Size mm
NO THROUGH ROAD	G9-18A G9-18B	600 x 400 900 x 600
OBSTRUCTION MARKER	D4-5	1800 x 450

4.3 Warning signs

4.3.9 ON SIDE ROAD (W8-3)

New

The ON SIDE ROAD sign is used in conjunction with the Road Humps Ahead sign (W3-4) to warn road users approaching an intersection where road humps have been installed along the intersecting street where there is insufficient distance in the intersecting street to erect a Road Humps Ahead sign (W3-4) in advance of the first hump.

4.4 Guide signs

4.4.1 NO THROUGH ROAD (G5-10)

Difference

The G5-10 sign is a black and yellow sign.

4.5 Unidirectional hazard markers (D4-1-1, D4-1-2)

Addition

Obstruction markers (D4-5) may be used to delineate obstructions within or above the road. Typical uses of these markers are:

(i) to highlight road closures, either midblock or at the end of a cul-de-sac

(ii) to delineate vertical clearance above the road where height restrictions exist (see AS 1742.2-2009).

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