Queensland Manual of Uniform Traffic Control Devices

Part 14: Traffic signals

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Queensland Government

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About this document

This document specifies the type and layout of signals, aspects and displays to be used at locations controlled by traffic signals, including overhead lane control devices. Basic requirements for signs and pavement markings to be used in conjunction in accordance with AS1742.2-2014 *Traffic control devices for general use* are also given.

This document does not cover railway level crossing signals of the type described in AS1742.7-2016 *Railway crossings*, nor portable traffic signals which are covered in AS4191-1994 *Portable traffic signal systems*.

How to use this document

This document is designed to be read and applied together with AS1742.14-2014 *Manual of Uniform Traffic Control Devices Part 14* (AS1742.14-2014). You must have access to the Australian Standard to understand what applies in Queensland.

This document:

- sets out how AS1742.14-2014 applies in Queensland
- has precedence over AS1742.14-2014 when applied in Queensland
- has the same section and clause numbering and headings as AS1742.14-2014.

The following table summarises the relationship between AS1742.14-2014 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 AS1742.14-2014.

Reference to…	Means
AS 1742.14-2014	AS 1742.14-2014, as amended by this document For example, a reference to AS 1742.14-2014 means you must refer to the Australian Standard Part 14, **and** Part 14 of the Queensland Manual of Uniform Traffic Control Devices (Queensland MUTCD). Throughout AS 1742.14-2014, references are made to other parts of the Australian Standards (for example, when reading Part 14 you may be referred to Part 3 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.
AGTM	Austroads Guide to Traffic Management

Relationship table

Section	Clause	Description	Applicability
1	**Scope and general**		
	1.1	Scope	Accepted
	1.2	Referenced documents	Accepted with amendments
	1.3	Definitions	
	1.3.1	*Aspect*	Accepted
	1.3.2	*Controlled area*	Accepted
	1.3.3	*May*	Accepted
	1.3.4	*Multiple display aspect*	Accepted
	1.3.5	*Pelican crossing*	Not accepted
	1.3.6	*Roadway*	Accepted
	1.3.7	*Shall*	Accepted
	1.3.8	*Should*	Accepted with amendments
	1.3.9	*Signal display*	Accepted
	1.3.10	*Traffic signal*	Accepted
	1.3.11	*Overhead lane control devices*	Accepted
	1.3.12	*Smart pedestrian crossing*	New
	1.3.13	*Crosswalk*	New
	1.3.14	*Public transport vehicle*	New
2	**Description of signal displays**		
	2.1	General	Accepted
	2.2	Steady displays for vehicles	
	2.2.1	*Circle displays*	Accepted
	2.2.2	*Arrow displays at intersections*	Accepted with amendments
	2.2.3	*Overhead lane control displays (not at intersections)*	Accepted
	2.3	Flashing displays	
	2.3.1	*Flashing yellow circle*	Accepted
	2.3.2	*Flashing yellow arrow*	Accepted
	2.3.3	*Flash cycle*	Accepted
	2.4	Pedestrian displays	Accepted with amendments
	2.5	Bicycle displays	Accepted with amendments
	2.6	Public transport and emergency vehicle displays	
	2.6.1	*Symbol types*	Accepted
	2.6.2	*Purpose of displays*	Accepted

Section	Clause	Description	Applicability
3	**Arrangement of signal aspects**		
	3.1	General principles	Not accepted
	3.2	Signal face layouts at intersections	Not accepted
	3.3	Signal face layouts for public transport and emergency vehicle control	Not accepted
	3.4	Signal face layouts for overhead lane control devices	Not accepted
	3.5	Sign alternatives for non-changing aspects	Not accepted
	3.6	Signal face layouts for pedestrian and bicycle control	Not accepted
	3.7	Two-aspect signal faces	Not accepted
	3.8	Sequence of signal displays	
	3.8.1	*Vehicle signal faces*	Not accepted
	3.8.2	*Two aspect pedestrian and bicycle signal faces*	Not accepted
4	**Location of signal faces**		
	4.1	General	
	4.1.1	*Application*	Not accepted
	4.1.2	*Designation and function*	Not accepted
	4.1.3	*Positioning of secondary and tertiary signal faces*	Not accepted
	4.1.4	*Overhead signal faces*	Not accepted
	4.2	Signal face locations at intersections	
	4.2.1	*General*	Not accepted
	4.2.2	*Circle aspects*	Not accepted
	4.2.3	*Turn arrow aspects*	Not accepted
	4.2.4	*Pedestrian aspects*	Not accepted
	4.2.5	*Bicycle aspects*	Not accepted
	4.3	Signal face locations at mid-block pedestrian crossings	Not accepted
5	**Design and installation of signal equipment**		
	5.1	Design and size of aspect	Accepted
	5.2	Lantern mounting height	Accepted
	5.3	Target boards	Accepted
	5.4	Aiming and shielding of lanterns	Accepted
	5.5	Visors and louvres	
	5.5.1	*Visors*	Accepted
	5.5.2	*Louvres*	Accepted
	5.6	Pedestrian push buttons	Accepted
	5.7	Cyclist push buttons	Accepted

Section	Clause	Description	Applicability
6	**Signs, pavement markings and geometric requirements**		
	6.1	Signs	
	6.1.1	*General*	Accepted with amendments
	6.1.2	*Application*	Accepted
	6.1.3	*Illuminated signs*	Accepted
	6.2	Pavement markings	
	6.2.1	*Stop lines*	Accepted
	6.2.2	*Pedestrian crosswalks*	Accepted
	6.2.3	*Intersection arrows*	Accepted
	6.2.4	*Turn lines*	Accepted
	6.3	Sight distance to signals	Accepted
7	**Special situations**		
	7.1	Signals for emergency service facilities	Accepted with amendments
	7.2	Advance warning traffic signal sign assemblies	
	7.2.1	*General*	Accepted with amendments
	7.2.2	*Design and operation*	Accepted
	7.2.3	*Location and installation*	Accepted
	7.3	Ramp metering signals	Accepted
	7.4	Roundabout metering signals	Accepted with amendments
	7.5	Left turn on red after stopping	
	7.5.1	*General description*	Not accepted
	7.5.2	*Guides for the provision of LTOR*	Not accepted
	7.5.3	*Other factors*	Not accepted
Appendices			
A	Longitudinal location and timing of advance warning traffic signal sign assemblies (informative)		Accepted

Contents

Tables

Figures

1 Scope and general

1.2 Referenced documents

Addition

Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings

1.3 Definitions

1.3.5 Pelican crossing

Not accepted

Pelican crossings are **not approved** for use in Queensland.

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.1.3.12 Smart pedestrian crossing

New

A signalized pedestrian crossing that incorporates pedestrian detectors to control and vary walk and clearance times.

1.3.13 Crosswalk

New

A portion of a road between two parallel broken lines marked on the road surface, indicating the path to be used by pedestrians at midblock pedestrian signals or intersection signals to cross the road.

1.3.14 Public transport vehicle

New

A public passenger vehicle is prescribed in the *Transport Operations (Passenger Transport) Act 1994* (Qld) as a vehicle used to transport members of the public and includes a bus, taxi or limousine.

2 Description of signal displays

2.2 Steady displays for vehicles

2.2.2 Arrow displays at intersections

Addition

Add to (a)(ii):

The horizontal arrow in (i) above) may be used in lieu where it is considered this would improve driver's perception of the intersection configuration. This would be the exception rather than the rule.

2.4 Pedestrian displays

Addition

Add to (c):

If already on the crossing, they should continue quickly to the opposite footpath or refuge.

Difference

Paragraph (d) replaced with the following:

Pedestrian countdown timer (PCT):

- shall operate during the pedestrian clearance period
- shall be a yellow numeric countdown timer display
- shall be contained within the same aspect as the red symbolic standing pedestrian
- shall indicate the number of seconds left (down to '1') before a steady red symbolic standing pedestrian is displayed.
- When PCTs are operating the flashing red symbolic standing pedestrian shall not be displayed.

2.5 Bicycle displays

Addition

Add to paragraph (b):

If already on the crossing, they may complete their crossing. The flash cycle shall be as specified in Clause 2.3.4.

3 Arrangement of signal aspects

This section is **not accepted** in Queensland. Please refer to AGTM Part 10 for details.

4 Location of signal faces

This section is **not accepted** in Queensland. Please refer to AGTM Part 10 for details.

6 Signs, pavement markings and geometric requirements

6.1 Signs

6.1.1 General

Difference

The following replaces Table 6.1:

Table 6.1.1 – Signs used at traffic signals

Sign	Sign number	Size mm
No entry	R2-4AA R2-4A R2-4B R2-4C R2-4D	300 x 300 450 x 450 600 x 600 750 x 750 900 x 900
No U turn	R2-5	Not to be used at signalized intersections in Queensland
Left / right lane must turn left / right	R2-9L/R(A) R2-9L/R(B)	450 x 750 600 x 1000
All traffic turn left / right	R2-14L/R(A) R2-14L/R(A)	600 x 800 900 x 1200
Left turn on red permitted after stopping	R2-20	Not used in Queensland
Hook turn only	R2-21	Not used in Queensland
No Left (Right) Turn (Note 1)	R2-6B (L or R) R2-6C (L or R) R2-6D (L or R)	600 x 600 750 x 750 900 x 900
No Turns	R2-7A R2-7B	450 x 600 600 x 800
GIVE WAY TO PEDESTRIANS	R2-10	600 x 600
U-TURN PERMITTED	R2-15A R2-15B	450 x 600 600 x 800
Pedestrians may cross diagonally (Scramble crossing)	R3-5A (L or R) R3-5B (L or R)	90 x 110 300 x 400
STOP HERE ON RED SIGNAL	R6-6A R6-6B	450 x 750 675 x 1125
STOP HERE ON RED ARROW	R6-14A R6-14B	450 x 750 675 x 1125
Times of operation supplementary plates (Note 2)	R9-1-1B R9-1-1C R9-1-1D R9-1-2B R9-1-2C R9-1-2D	600 x 400 900 x 600 1200 x 800 600 x 600 900 x 900 1200 x 1200

Sign	Sign number	Size mm
Signals Ahead	W3-3A W3-3B W3-3C	600 x 600 750 x 750 900 x 900
PREPARE TO STOP (Note 3)	W8-27B W8-27C W8-27D	750 x 375 900 x 450 1200 x 600
CROSS WITH CARE	G9-Q10	90 x 300
LANE UNDER 'X' CLOSED	G9-Q12	900 x 1500

Difference

Delete paragraph (d). Hook turns are not used in Queensland.

Addition

Add the following to paragraph (f):

The STOP HERE ON RED SIGNAL and STOP HERE ON RED ARROW signs may be used where vehicles are required to stop at traffic signals at a point at which drivers would normally not expect to have to stop, e.g. within a wide median. These signs are not intended for routine use at signalized intersections. The STOP HERE ON RED SIGNAL sign shall be provided on the primary signal post(s) at midblock emergency service facilities and at roundabout metering signals (refer to Clause 7.4).

Addition

Add the following paragraph:

(h) Cross with care (G9-Q10)

The CROSS WITH CARE (G9-Q10) adhesive label is positioned facing the standing pedestrian waiting to cross at the signals, 50 mm above the top level of the pedestrian push-button.

Addition

Add the following paragraph:

(i) Lane under 'X' closed (G9-Q12)

The LANE UNDER 'X' CLOSED (G9-Q12) sign should be erected in conjunction with each set of overhead lane control signals.

7 Special situations

7.1 Signals for emergency service facilities

Difference

(b) Flashing red signals

Flashing signals comprising a steady yellow signal surmounted by twin alternate flashing red signals as shown in Figure 7.1 in the Standard is not used in Queensland.

7.2 Advance warning traffic signal sign assemblies

7.2.1 General

Addition

Add the following figure to Figure 7.3 in the Standard. The vertical format assembly may be used in Queensland.

Figure 7.2.1 –Advance warning signal – Vertical layout

(a) Vertical format
(e.g. for single mounting)

7.4 Roundabout metering signals

Addition

A ‘holding line’ is a ‘giveway line’.

7.5 Left turn on red after stopping

7.5.1 General description

Not accepted

Left turn on red after stopping is not permitted in Queensland.

7.5.2 Guides for the provision of LTOR

Not accepted

Left turn on red after stopping is not permitted in Queensland.

7.5.3 Other factors

Not accepted

Left turn on red after stopping is not permitted in Queensland.