## Contents

5 Other facilities ................................................................................................................................. 189

5.1 Parking control ............................................................................................................................... 189
  5.1.1 General ..................................................................................................................................... 189
  5.1.2 Delineation of parking spaces ................................................................................................. 189
  5.1.3 Delineation of ‘No Stopping’ and zone areas .......................................................................... 189
  5.1.4 Pavement messages and symbols ............................................................................................ 189
  5.1.5 Typical layouts ......................................................................................................................... 190

5.2 Local area traffic management ..................................................................................................... 192
  5.2.1 General ..................................................................................................................................... 192
  5.2.2 Road humps ............................................................................................................................. 192
  5.2.3 Small roundabouts .................................................................................................................... 193
  5.2.4 Chicanes .................................................................................................................................... 193
5 Other facilities

5.1 Parking control

5.1.1 General

Pavement markings may be used to complement parking control signs or to optimise the number of spaces in a parking area, but they can also be used to emphasize regulatory restrictions. In some special cases, markings may be used alone, as indicated below.

5.1.2 Delineation of parking spaces

Parking spaces are marked by one of the following methods (see MUTCD Part 2 Figure 5.3 reproduced at Section 2.3.1 of this guide):

a) broken lines as shown in MUTCD Part 2 Figure 5.1 reproduced at Section 2.2.7 of this guide

b) continuous lines may be used in lieu of (a) above. They shall not be used where there are part-time clearways or other part-time ‘No Stopping’ areas

c) markings in the shape of an inverted ‘T’ or an ‘L’ (as shown in MUTCD Part 2 Figure 5.3 reproduced at Section 2.3.1 of this guide) at the corners of the spaces only (not suitable for angle parking)

d) adhesive reflective markers indicating the outline of the spaces as a series of dots

e) contrasting pavement materials, such as bricks, arranged in a manner similar to (a), (b), or (c) above.

Lines may be produced using road marking paint or alternative long life materials. Parking spaces are normally marked in white. However, where it is desired to identify spaces permanently set aside for special uses, such as taxis, buses or vehicles used by people with a disability, yellow may be used.

Where parking spaces, for example near an intersection, are subject to part-time clearways or to other part-time ‘No Stopping’ restrictions, they may be differentiated from adjacent permanent spaces by marking the corners of the spaces only, as described in (c) above.

5.1.3 Delineation of ‘No Stopping’ and zone areas

If it is desired to indicate by a line on the pavement a permanent ‘No Stopping’ area, applicable to all vehicles, it should be done by marking an continuous yellow ‘No Stopping’ line (as shown in MUTCD Part 2 Figure 5.1 reproduced at Section 2.2.7 of this guide), close and parallel to the edge of the roadway (see (a) at Figure 5.1.5 in Section 5.1.5 of this guide). This marking normally supplements signposting, but may be used alone without signs (see Section 2.4.3.2 of this guide).

If it is desired to indicate by a line on the pavement a ‘No Stopping’ area or zone where only limited types of vehicles may stop or park, it should be done by marking a broken yellow zone line (as shown in MUTCD Part 2 Figure 5.1 reproduced in Section 2.2.7 of this guide), close and parallel to the edge of the roadway (see (c) at Figure 5.1.5(A) in Section 5.1.5 of this guide). These markings supplement statutory or signposted restrictions.

These edge markings are located in areas where drivers would reasonably expect this type of control. They shall not be used in lieu of normal edge lines.

5.1.4 Pavement messages and symbols

See MUTCD Part 7 extract in Section 2.4.3.3 of this guide.
5.1.5 Typical layouts

Typical layouts for parallel, angle and centre-of-road parking are shown in Figures 5.1.5(A), 5.1.5(B) and 5.1.5(C) respectively.

It is recommended, as shown in Figure 5.1.5(B), that the ends of a number of angled parking bays form a straight line rather than a saw-tooth. This improves the definition of the edge of the running lane and makes the line marking task simpler.

**Figure 5.1.5(A) – Typical layouts for parallel parking and stopping areas**

Legend

- **W** = 2.3 m, or 2.6 m at zones intended for use by wide vehicles viz. Bus zone, loading zone.
- **X** = 2.3 m. This may be reduced to 2.1 m where it may assist the movement of traffic and where parking turnover is low and there are unlikely to be any wide vehicles parking.
- **Y** = 5.4 m minimum where vehicles may enter or leave the parking space directly.
- **Z** = 6.0 m to 6.7 m for intermediate bays, depending on parking turnover and traffic volumes.

Notes
1. ‘No Stopping’ restrictions may be indicated by a yellow line, 80–100 mm wide, close to the kerb, as shown at (a).
2. Yellow bay markings should be used in lieu of white markings for parking bays with restricted use (see Sections 5.1.2 and 5.1.3 of this guide). Dimensions in millimetres.
Figure 5.1.5(B) – Typical end treatments for angle parking

(a) Front-in parking

(b) Rear-in parking

\[ X = \text{the Statutory no stopping distance} \]

Notes
Where ‘X’ is the Statutory no stopping distance, this panel is optional for isolated parking arrangements.
Figure 5.1.5(C) – Typical end treatments for parallel and centre-of-road parking

Notes
1. Where ‘X’ is the Statutory no stopping distance, these panels are optional for isolated parking arrangements.
2. ‘Y’ is the distance required for intersection visibility.

5.2 Local area traffic management

5.2.1 General

A number of traffic control devices are specifically associated with LATM treatments, in particular road humps, small roundabouts and chicanes. Further details of these traffic control devices are contained within MUTCD Part 13.

5.2.2 Road humps

Details of the markings required on road humps are shown in MUTCD Part 10 Figure 2 reproduced at Section 2.4.2.6 of this guide.

The marking may be omitted on humps in an area-wide scheme, or a clearly defined segment of a staged construction scheme, if pavement material of a contrasting colour is used such that the hump is clearly visible under all conditions.

The road humps in standard use are of the Watts profile or Flat-top type. Applications of these are shown in MUTCD Part 13 Figures 3.2 and 3.3 reproduced at Section 5.2.4 in this guide respectively.
5.2.3 Small roundabouts

Kerbs of realigned footpaths, medians and traffic islands may be marked white and reflectorised if added visibility is required.

Island outlines and kerb markings may be augmented with RRPMs. A typical application is shown in MUTCD Part 13 Figure 3.5 reproduced at Section 5.2.4 in this guide.

5.2.4 Chicanes

Chicanes include lateral displacement and construction devices such as slow points and driveway links. Edge lines or painted kerbs, and RRPMs, are essential to their design for day and night safety. Typical applications are shown in MUTCD Part 13 Figures 3.6 to 3.9 reproduced in this Section 5.2.4 of this guide.

*MUTCD Part 13 Figure 3.2 – Watts profile road hump*

Notes
1. For details of road hump line marking, refer to MUTCD Part 13 Clause 4.6.6.
2. Sign W3-4 is used in advance of an isolated road hump installation. Sign W8-17-2 is added if it is the first hump in a series. These signs are not generally required when the hump is part of an area-wide scheme.
3. The hump profile is shown in MUTCD Part 13 Appendix A.
4. The hump may be supplemented with kerb extensions, e.g. of the type illustrated in MUTCD Part 13 Figure 3.6. Dimensions in metres.
Notes
1. For details of road hump line marking, refer to MUTCD Part 13 Clause 4.6.6.
2. Sign W3-4 is used at an isolated hump installation. Sign W8-17-2 is added if it is the first hump in a series. These signs are not generally required when the device is part of an area-wide scheme.
3. The hump may be supplemented with kerb extensions, e.g. of the type illustrated in MUTCD Part 13 Figure 3.6.
4. If the device is to be a raised pedestrian crossing (zebra) (i.e. a 'wombat crossing') it is to be constructed, pavement marked and signed in accordance with Part 10 of MUTCD.
5. The road hump profile is shown in MUTCD Part 13 Appendix A. Dimensions in metres.
**MUTCD Part 13 Figure 3.5 – Small diameter roundabout**

Notes
1. Sign R2-3(L) may not be necessary where traffic is clearly required to pass to the left of the island.
2. Sign R1-3 should be placed to create maximum conspicuity for approaching drivers.
3. Walk-through gaps at pavement level may be provided in median islands.
Notes

1. Hazard markers D4-1-1 may be replaced with one or more smaller hazard markers D4-1-2. Hazard markers may be omitted if the treatment is part of an area-wide scheme and there is adequate lighting and visibility to the start of the treatment or if the island is intended to be fully mountable. See also MUTCD Part 13 Appendix A, Paragraph A1(c).

2. To achieve satisfactory speed reduction, it may be necessary to incorporate a road hump in this device. If so, and if signs are required, the signing arrangement is in accordance with MUTCD Part 13 Figures 3.2 and 3.3.

3. An advisory speed sign (W8-2) may be needed in lieu of, or as well as, W8-16. Dimensions in metres.
Notes
1. Hazard markers D4-1-1 may be replaced with one or more smaller hazard markers D4-1-2. Hazard markers may be omitted if the treatment is part of an area-wide scheme and there is adequate lighting and visibility to the start of the treatment, or if the island is intended to be fully mountable. See also MUTCD Part 13 Appendix A, Paragraph A1(c).
2. Passing points may be required if the link is excessively long or drivers are not able to see from one end to the other.
3. Contrasting pavement material should have similar skid resistance to surrounding pavement for the benefit of bicycles and motorcycles.
4. An advisory speed sign (W8-2) may be needed in lieu of, or as well as, W8-16. Dimensions in metres
Notes
1. Hazard markers D4-1-1 are not generally required when the treatment is part of an area-wide scheme. See also MUTCD Part 13 Appendix A, Paragraph A1(c).
2. Special consideration should be given to the provision of safe passage for bicycles. If provided behind the slow point, it should be able to be kept free from rubbish.
3. An advisory speed sign (W8-2) may be needed in lieu of, or as well as, W8-16. Dimensions in metres.

MUTCD Part 13 Figure 3.8 – Single-lane angled slow point
MUTCD Part 13 Figure 3.9 – Two-lane angled slow point

Notes
1. Sign W5-33 is not generally required when the treatment is part of an area-wide scheme.
2. Sign R2-3(L) may not be necessary where traffic is clearly required to pass to the left of the island.
3. Hazard markers D4-1-1 may be replaced with one or more smaller hazard markers D4-1-2. Hazard markers may be omitted if the treatment is part of an area-wide scheme and there is adequate lighting and visibility to the start of the treatment, or if the island is intended to be fully mountable. See also MUTCD Part 13 Appendix A, Paragraph A1(c).
4. An advisory speed sign (W8-2) may be needed. Dimensions in metres