Manual

Traffic and Road Use Management
Volume 3 – Signing and Pavement Marking

Part 2: Pavement Marking Usage
Chapter 5: Other facilities

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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 7.1 reproduced at Section 2.4.3.1 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 AS1742.7 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**

![Diagram of parallel parking and stopping areas](image)

- **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

Legend

\( X \) = the Statutory no stopping distance

Notes:

1. Where 'X' is the Statutory no stopping distance, this panel is optional for isolated parking arrangements.
5.2 Local area traffic management

5.2.1 General

A number of traffic control devices are specifically associated with local area traffic management (LATM) treatments, in particular road humps, small roundabouts and chicanes. Further details of these traffic control devices are contained within AS1742.13.

5.2.2 Road humps

Details of the markings required on road humps are shown in AS1742.10 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 AS1742.13 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 AS1742.13 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 AS1742.13 figures 3.6 to 3.9 reproduced in Section 5.2.4 of this guide.

AS1742.13 Figure 3.2 – Watts profile road hump

Notes:

1. For details of road hump line marking, refer to 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 Appendix C.
4. The hump may be supplemented with kerb extensions, for example, of the type illustrated in Figure 3.6.
AS1742.13 Figure 3.3 – Flat-top road hump

Notes:
1. For details of road hump line marking, refer to 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, for example, of the type illustrated in Figure 3.6.
4. If the device is to be a raised pedestrian crossing (zebra) (that is, a 'wombat crossing'), it is to be constructed, pavement marked and signed in accordance with AS1742.10.
5. The road hump profile is shown in Appendix C.
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.
**AS1742.13 Figure 3.6 – Single lane slow point**

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 Appendix C, Paragraph C1(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 figures 3.2 and 3.3.
AS1742.13 Figure 3.7– Driveway link

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 Appendix C, Paragraph C1(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.
Notes

1. Hazard markers D4-1-1 are not generally required when the treatment is part of an area-wide scheme. See also Appendix C, Paragraph C1(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.
**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 Appendix C, Paragraph C1(c).