

Queensland Manual of Uniform Traffic Control Devices

Part 11: Parking controls

November 2022

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About this document

This document 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 illumination and reflectorization of signs, on their location and installation, and on how to design parking control signs.

For other aspects of parking, including the layout and design of and access arrangements for parking bays and parking facilities, refer to the parts of the AS(AS/NZS) 2890 series, *Parking facilities*.

How to use this document

This document is designed to be read and applied together with AS 1742.11-2016 *Manual of Uniform Traffic Control Devices Part 11* (AS 1742.11-2016). You must have access to the Australian Standard to understand what applies in Queensland.

This document:

- sets out how AS 1742.11-2016 applies in Queensland
- has precedence over AS 1742.11-2016 when applied in Queensland
- has the same section and clause numbering and headings as AS 1742.11-2016.

The following table summarises the relationship between AS 1742.11-2016 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 1742.11-2016.

Reference to...	Means
AS 1742.11-2016	AS 1742.11-2016, as amended by this document For example, a reference to AS 1742.11-2016 means you must refer to the Australian Standard Part 11, and Part 11 of the Queensland <i>Manual of Uniform Traffic Control Devices</i> (Queensland MUTCD). Throughout AS 1742.11-2016, references are made to other parts of the Australian Standards (for example, when reading Part 11 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.

Relationship table

Section	Clause	Description	Applicability
Preface			Accepted
1	Scope and general		
	1.1	Scope	Accepted
	1.2	Referenced documents	Accepted
	1.3	Definitions	
	1.3.1	<i>Area parking control sign</i>	Accepted
	1.3.2	<i>Clearway</i>	Accepted
	1.3.3	<i>Duration</i>	Accepted
	1.3.4	<i>Linear parking control sign</i>	Accepted with amendments
	1.3.5	<i>May</i>	Accepted with amendments
	1.3.6	<i>No parking</i>	Accepted
	1.3.7	<i>No stopping</i>	Accepted
	1.3.8	<i>Panel</i>	Accepted
	1.3.9	<i>Panel component</i>	Accepted
	1.3.10	<i>Shall</i>	Accepted with amendments
	1.3.11	<i>Should</i>	Accepted with amendments
	1.3.12	<i>Time of operation</i>	Accepted
	1.3.13	<i>Verge</i>	Accepted
	1.3.14	<i>Road Rules</i>	New
	1.3.15	<i>Registered Professional Engineer of Queensland (RPEQ)</i>	New
1.3.16	<i>Innovative treatments</i>	New	
1.4	Illumination and reflectorization of signs	Accepted	
1.5	Installation of signs	Accepted	
1.6	Variation to treatments and Registered Professional Engineer of Queensland certification	New	
2	Regulatory control and Road Rules		
	2.1	Regulatory control	Accepted
	2.2	Conformity with Road Rules	Accepted with amendments

Section	Clause	Description	Applicability
3	Linear parking control signs		
	3.1	General requirements	Accepted
	3.2	Basic design, colour and sign numbering	Accepted
	3.3	Panel components	
	3.3.1	<i>General</i>	Accepted
	3.3.2	<i>Type of control</i>	Accepted with amendments
	3.3.3	<i>Times of operation</i>	Accepted
	3.3.4	<i>User limitations</i>	Accepted with amendments
	3.3.5	<i>Arrows</i>	Accepted
	3.4	Sign layout	
	3.4.1	<i>Panel layout and component dimensions</i>	Accepted
	3.4.2	<i>Arrangement of panels on a sign</i>	Accepted
	3.5	Panel and sign sizes	Accepted
4	Clearways		
	4.1	General	Accepted
	4.2	Guidelines	Accepted
	4.3	Signposting of clearways	
	4.3.1	<i>General</i>	Accepted
	4.3.2	<i>Clearway start and end signs</i>	Accepted
4.3.3	<i>Linear parking control signs</i>	Accepted	
5	Area parking control signs		
	5.1	General	Accepted with amendments
	5.2	Sign size and layout	Accepted with amendments
	5.3	Sign application	
	5.3.1	<i>Area entry signs</i>	Accepted
	5.3.2	<i>Area exit signs</i>	Accepted
5.3.3	<i>Signs within the parking control area</i>	Accepted	
6	Parking direction signs		
	6.1	General	Accepted
	6.2	Information	Accepted
	6.3	Sign design	Accepted

Section	Clause	Description	Applicability
7	Pavement markings		
	7.1	Delineation of parking spaces	
	7.1.1	<i>Parking spaces for general use</i>	Accepted
	7.1.2	<i>Special use parking spaces</i>	Accepted
	7.1.3	<i>Parking space dimensions</i>	Accepted
	7.2	Edge marking of no-stopping and special purpose zones	Accepted
	7.3	Other pavement markings	Accepted
	7.4	Restricted parking zones	New
Appendices			
A	Illumination and reflectorization of signs (normative)		
	A1	Scope	Accepted
	A2	Linear parking control signs	
	A2.1	<i>General</i>	Accepted
	A2.2	<i>Means of illumination</i>	Accepted
	A2.3	<i>Means of reflectorization</i>	Accepted
	A3	Other signs	
	A3.1	<i>General</i>	Accepted
	A3.2	<i>Means of illumination</i>	Accepted
	A3.3	<i>Means of reflectorization</i>	Accepted
B	Installation of signs (normative)		
	B1	Scope	Accepted
	B2	Linear parking control signs	
	B2.1	<i>Longitudinal placement</i>	Accepted
	B2.2	<i>Lateral placement</i>	Accepted
	B2.3	<i>Height</i>	Accepted
	B2.4	<i>Orientation</i>	Accepted
	B3	Area parking control and other signs	
	B3.1	<i>General</i>	Accepted
	B3.2	<i>Longitudinal placement</i>	Accepted
	B3.3	<i>Lateral placement and height</i>	
	B3.3.1	General	Accepted
	B3.3.2	Lateral placement – Rural	Accepted
	B3.3.3	Lateral placement – Urban	Accepted
	B3.3.4	Height – Rural	Accepted
	B3.3.5	Height – Urban	Accepted
	B3.3.6	Overhead mounting	Accepted
B3.4	<i>Sign orientation</i>	Accepted	

Section	Clause	Description	Applicability
C	Design of linear parking control panels and signs (normative)		
	C1	Scope	Accepted
	C2	Design and dimensions of panel components	
	C2.1	<i>General</i>	Accepted
	C2.2	<i>Type of control and method of parking</i>	Accepted with amendments
	C2.3	<i>Times of operation</i>	Accepted
	C2.4	<i>User limitations</i>	Accepted
	C2.5	<i>Arrows</i>	Accepted
	C2.6	<i>Spacing of components on panels</i>	Accepted
	C2.7	<i>Other panel and sign dimensions</i>	Accepted
	C3	Panel component messages	
	C3.1	<i>General</i>	Accepted
	C3.2	<i>Times of operation</i>	Accepted
	C3.3	<i>Methods of parking and payment</i>	Accepted with amendments
	C3.4	<i>User limitations</i>	Accepted with amendments
	C4	Panel arrangements on signs	Accepted
	C5	Examples of multiple panel signs	Accepted with amendments
D	Examples – design of linear parking control signs (informative)		
	D1	Scope	Accepted
	D2	Example 1: Signs 1 and 2 in Figure C2	
	D2.1	<i>Location description</i>	Accepted
	D2.2	<i>Parking control desired</i>	Accepted
	D2.3	<i>Sign positions</i>	Accepted
	D2.4	<i>Panel arrangement</i>	Accepted
	D2.5	<i>Panel components</i>	Accepted
	D2.6	<i>Panel sizes</i>	Accepted
	D2.7	<i>Layout of signs</i>	Accepted
	D3	Example 2: Sign 3 in Figure C2	
	D3.1	<i>Location description</i>	Accepted
	D3.2	<i>Parking control desired</i>	Accepted
	D3.3	<i>Sign position</i>	Accepted
	D3.4	<i>Panel arrangement</i>	Accepted
	D3.5	<i>Panel components</i>	Accepted
	D3.6	<i>Panel sizes</i>	Accepted
D3.7	<i>Layout of sign</i>	Accepted	

Section	Clause	Description	Applicability
	D4	Example 3: Sign 4 in Figure C2	
	D4.1	<i>Location description</i>	Accepted
	D4.2	<i>Parking control desired</i>	Accepted
	D4.3	<i>Sign position</i>	Accepted
	D4.4	<i>Panel arrangement</i>	Accepted
	D4.5	<i>Panel components</i>	Accepted
	D4.6	<i>Panel sizes</i>	Accepted
	D4.7	<i>Layout of sign</i>	Accepted
	D5	Example 4: Signs 5 and 6 in Figure C2	
	D5.1	<i>Location description</i>	Accepted
	D5.2	<i>Parking control desired</i>	Accepted
	D5.3	<i>Sign position</i>	Accepted
	D5.4	<i>Panel arrangement</i>	Accepted
	D5.5	<i>Panel components</i>	Accepted
	D5.6	<i>Panel sizes</i>	Accepted
	D5.7	<i>Layout of sign</i>	Accepted
	D6	Example 5: Sign 7 in Figure C2	
	D6.1	<i>Location description</i>	Accepted
	D6.2	<i>Parking control desired</i>	Accepted
	D6.3	<i>Sign position</i>	Accepted
	D6.4	<i>Check for consistency</i>	Accepted
	D6.5	<i>Panel arrangement</i>	Accepted
	D6.6	<i>Panel components</i>	Accepted
	D6.7	<i>Panel sizes</i>	Accepted
	D6.8	<i>Layout of sign</i>	Accepted
	D7	Example 6: Sign 8 in Figure C2	
	D7.1	<i>Location description</i>	Accepted with amendments
	D7.2	<i>Parking control desired</i>	Accepted with amendments
	D7.3	<i>Sign position</i>	Accepted
	D7.4	<i>Check for consistency</i>	Accepted with amendments
	D7.5	<i>Panel arrangement</i>	Accepted
	D7.6	<i>Panel components</i>	Accepted with amendments
	D7.7	<i>Panel sizes</i>	Accepted
	D7.8	<i>Layout of sign</i>	Accepted with amendments

Section	Clause	Description	Applicability
E	Guidelines for the use and placement of area parking control signs (informative)		
	E1	General	Accepted
	E2	Selecting a boundary for the controlled area	Accepted
	E3	Sign location and numbers	Accepted
	E4	Signs at the boundaries of an area	
	<i>E4.1</i>	<i>General</i>	Accepted
	<i>E4.2</i>	<i>On street parking control areas</i>	Accepted
	<i>E4.3</i>	<i>Off street car parks</i>	Accepted
	E5	Reminder signs	
	<i>E5.1</i>	<i>On street parking control areas</i>	Accepted
	<i>E5.2</i>	<i>Off street car parks</i>	Accepted
	E6	Exception signing within an area control	Accepted
	E7	Inappropriate locations for area parking control	Accepted
F	Guidelines for the application of parking controls		
	F1	Specific parking provisions	
	<i>F1.1</i>	<i>Bus stops and bus stands</i>	New
	<i>F1.2</i>	<i>Taxi stands and feeder stands</i>	New
	<i>F1.3</i>	<i>Loading zones</i>	New
	<i>F1.4</i>	<i>Parking for people with disabilities</i>	New
	<i>F1.5</i>	<i>Other specific parking demands</i>	New
	F2	Time-limit parking	New
	F3	Fee payment parking	
	<i>F3.1</i>	<i>General</i>	New
	<i>F3.2</i>	<i>Guidelines for the implementation of fee payment parking areas</i>	
	F3.2.1	Time-recording meters	New
	F3.2.1	Non-time-recording meters (parkatareas)	New
	<i>F3.3</i>	<i>Delineation of fee payment parking areas</i>	New
	<i>F3.4</i>	<i>Parking meters</i>	
	F3.4.1	General	New
	F3.4.2	Temporary prohibition of use of parking meters	New
	F3.4.3	Installation of parking meters	New
	F3.4.4	Time-recording meters	New
	F3.4.5	Parkatareas	New

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1 Scope and general

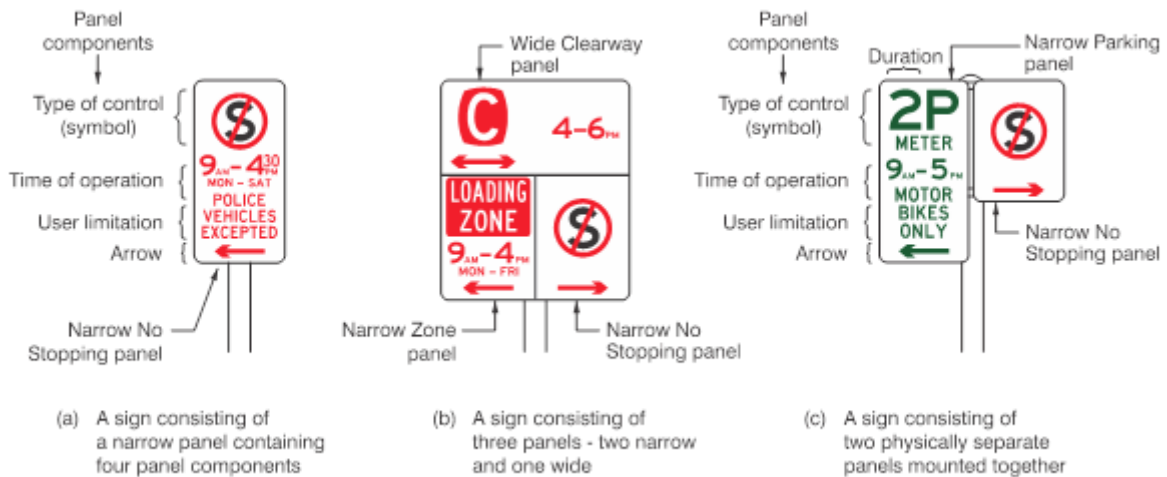
1.3 Definitions

1.3.4 Linear parking control sign

Difference

Replace Figure 1.1 with the following figure.

Figure 1.3.4 – Examples of linear parking control signs



1.3.5 May

Addition

Indicates the existence of an option. Where the word 'may' is used, it indicates that use of the device is conditional, or optional. Usually, no specific requirement for design or application is intended.

1.3.10 Shall

Addition

Indicates that a statement is mandatory. Where certain requirements in the design or application of the device are described with the 'shall' stipulation, it is mandatory that, when an installation is made, these requirements be met.

1.3.11 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.

1.3.14 Road Rules

New

Transport Operations (Road Use Management – Road Rules) Regulation 2009 as applicable in Queensland.

1.3.15 Registered Professional Engineer of Queensland (RPEQ)

New

A person who is registered as a Registered Professional Engineer of Queensland (RPEQ), under the *Professional Engineers Act 2002* (Qld) with the [Board of Professional Engineers of Queensland](#).

1.3.16 Innovative treatments

New

Innovative treatments that provide improved safety, efficiency, and/or value-for-money outcomes are encouraged. Such treatments may include:

- a) innovative use of current devices
- b) alternative device layouts using existing and/or improved devices, and/or
- c) new devices or practices.

New or improved devices, treatments, or practices require approval by the Department of Transport and Main Roads (see Clause 1.6 for guidance about variations to optimal treatments) prior to their use or adoption.

For trials of new or innovative traffic control devices, treatments, or practices, a submission in accordance with the requirements of the Queensland *Manual of Uniform Traffic Control Devices* (MUTCD) Part 1 Clause 1.13 shall be submitted to TrafficEngineering.Support@tmr.qld.gov.au.

1.6 ***Variation to treatments and Registered Professional Engineer of Queensland certification***

New

This Part of the *Manual* contains mandatory requirements (*shall*), recommendations (*should*) and options (*may*). The application of these mandatory requirements and recommendations is intended to provide the optimal level of safety and traffic efficiency. It is acknowledged that, in some instances, variations to these requirements and recommendations may be necessary and, as such, variations to these requirements and recommendations may be undertaken as follows:

- a) Where recommendations (*should*) are not adopted, a risk assessment shall be undertaken and certified by a Registered Professional Engineer of Queensland (RPEQ).
- b) Where mandatory requirements (*shall*) are not adopted, a risk assessment shall be undertaken and certified by an RPEQ.

Notifications of variations to mandatory requirements (including all relevant information) shall be emailed to TrafficEngineering.Support@tmr.qld.gov.au for information purposes and for the benefit of identifying potential future practice changes – not for approval or endorsement. These variations may include learnings that may be attributed to the variation of a *shall* requirement, such as operational, cost or safety impacts.

- c) Where innovative treatments (see Clause 1.3.16) that are outside the scope of the Queensland MUTCD are proposed to be adopted, a risk assessment shall be undertaken and certified by an RPEQ.
- d) All proposed innovative treatments require approval by Transport and Main Roads prior to their use or adoption. Requests for approval of innovative treatments (including all relevant information) shall be emailed to TrafficEngineering.Support@tmr.qld.gov.au. As part of an approval to use or trial an innovative treatment, Transport and Main Roads may require that the applicant provides a detailed evaluation report on the performance and effectiveness of the treatment. Transport and Main Roads may use the results of the evaluation to identify potential future practice changes to this Part of the *Manual*.
- e) The use of options (*may*) is not a variation to the optimal treatment and does not require certification by an RPEQ.

2 Regulatory control and Road Rules

2.2 Conformity with Road Rules

Addition

The requirements of this Part of the Manual have been set to conform with the *Transport Operations (Road Use Management) Act 1995*, and the *Transport Operations (Road Use Management – Road Rules) Regulation 2009*, more commonly called the Queensland Road Rules.

3 Linear parking control signs

3.3 Panel components

3.3.2 Type of control

Addition

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 3.3.2.

Figure 3.3.2 – Examples of signs indicating tow-away zones



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 3.3.2.

3.3.4 User limitations

Difference

Replace Figure 3.5 with the following Figure 3.3.4(a).

Figure 3.3.4(a) – Examples of user limitations on parking panels



Addition

Add the following paragraph to Clause 3.3.4(a)(ii):

Where parking is required to take place partially clear of the roadway on a verge, nature strip or wide footpath but not in a marked parking bay, the words ON VERGE with the symbol indicating the method of parking shall be placed on the parking panel, as shown in Figure 3.3.4(b).

Figure 3.3.4(b) – Use of ON VERGE text for parking partially on verge, nature strip or wide footpath (not in a marked parking bay)



5 Area parking control signs

5.1 General

Addition

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 1995* (Qld).

A local government may, under a local law, define any part of its area to be controlled by regulated parking. This area must be authorised, 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

Addition

Add the following note to Table 5.1:

5. Refer to Clause 5.2 for the use of EXCEPT AS SIGNED on the following signs: R5-60, R5-61, R5-62, R5-70, R5-71, R5-72.

Difference

In Note 4, replace E5.2 with E5.1

7 Pavement markings

7.4 Restricted parking zones

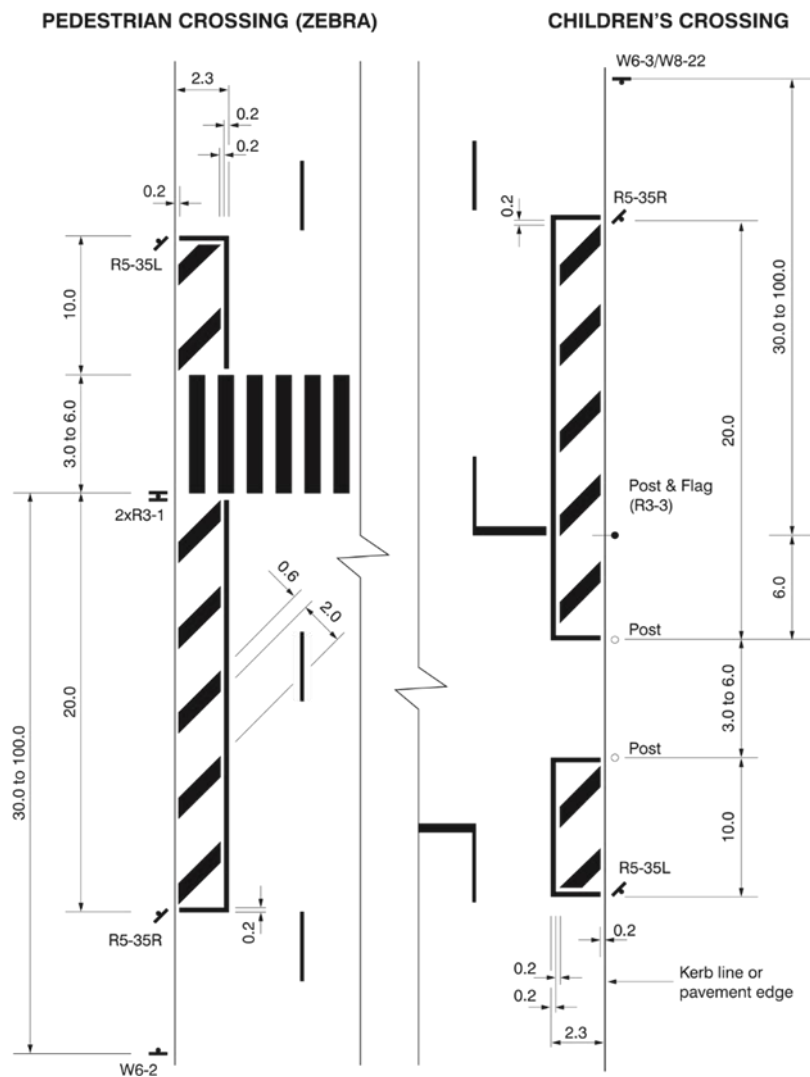
New

Diagonal pavement markings may be used to discourage parking in 'NO STOPPING' areas where:

- a) the prohibition has been installed to permit unobstructed visibility to and of road users, such as at the approaches to school crossings, or
- b) violations of the stopping prohibitions are prevalent.

The arrangement shown in Figure 7.4 of this Manual should be reserved for areas only where a particular need exists.

Figure 7.4 – Pavement markings for ‘No Stopping’ areas



Notes

1. Road to have a minimum sealed width of 10 m.
2. Diagonal markings shall be installed in accordance with MUTCD Part 2 Figure 5.5.
3. For details of other pavement markings and signs, refer to MUTCD Part 2.
4. Markings to be restricted to locations where parking violations continually occur.

Markings are not used where the parking lane is used as a traffic lane during peak hours.

Appendices

Appendix C – Design of linear parking control panels and signs (normative)

C2 Design and dimensions of panel components

C2.2 Type of control and method of parking

Addition

Figure C2.2 – Additional signs



C3 Panel component messages

C3.3 Methods of parking and payment

Addition

Add PAY AND DISPLAY as method of payment.

C3.4 User limitations

Addition

The reference to 'motor cycles' in AS 1742.11 is replaced with 'motor bikes'.

C5 Examples of multiple panel signs

Difference

Replace Sign 8 with the following Figure C5.

Figure C5 – Examples of multiple panel signs



Appendix D – Examples – design of linear parking control signs (informative)

D7 Example 6: Sign 8 in Figure C2

D7.1 Location description

Difference

The reference to 'motor cycles' in the Australian Standard is replaced with 'motor bikes'.

D7.2 Parking control desired

Difference

The reference to 'motor cycles' in the Australian Standard is replaced with 'motor bikes'.

D7.4 Check of consistency

Difference

The reference to 'motor cycles' in the Australian Standard is replaced with 'motor bikes'.

D7.6 Panel components

Difference

Table D7.6 – Panel components

Component	Details
Panel 1 (Wide)	
Type of control	No stopping
Times	7–9 AM, MON–FRI
Arrow	Double
Panel 2 (Narrow)	
Type of control	Parking
Times	All other times
User limitation	Motor bikes only
Arrow	Left
Panel 3 (Narrow)	
Type of control	One hour parking
Times	9 AM–6 PM, MON–FRI 9 AM–12 NOON, SAT
Arrow	Right

D7.8 Layout of sign

Difference

Replace Figure D7 with the following Figure D7.8.

Figure D7.8 – Layout of sign – Example 6



Appendix F – Guidelines for the application of parking controls

F1 Specific parking provisions

F1.1 Bus stops and bus stands

New

Picking up or setting down of passengers on a bus route occurs at fixed locations (bus stops) which are defined by signs.

Bus stops may be located mid-block between intersections or on the far side or near side of intersections. Where bus stops are required on both sides of the road, they should be staggered except on median divided roadways or where a stationary bus does not impinge upon the normal flow lanes.

At intersections, far side stops offer advantages in avoiding stationary vehicles on approaches to intersections, and in improving intersection capacity; however, depending on the form of intersection control, there may be a need to stop twice, first to give way to cross traffic and second to pick up or set down passengers. This may be avoided by using a near side stop, especially if it is located very close to the intersection. Where a bus has to turn right at an intersection, the far side location is preferred since less interference to through traffic results. Alternatively, stops could be located well away from the intersection, so long as the location is convenient for passengers.

Far side locations are preferred for bus stops near school crossings, pedestrian actuated signals and marked pedestrian crossings as buses are less likely to obscure the visibility of pedestrians on such facilities.

At railway and tramway level crossings, far side bus stops are preferred. However, they should be designed and located in a manner which prevents vehicles queuing behind stationary buses, thus blocking the crossing (see AS 1742.7).

The mid-block stop uses more kerb space but removes the run-in / run-out manoeuvres as far from intersections as possible, generally causing less interference to traffic. Where the full width of the roadway between kerbs is required for moving traffic, bus bays can be indented into the adjacent footpath or reservation up to a depth of 3.7 m over an appropriate length. Run-in and run-out tapers should be provided for deceleration and acceleration.

The length of a bus stop depends upon the number of buses likely to use it at any one time. Minimum lengths may be obtained from the following expressions:

- a) For near side or far side of intersections: $18 + l (n - 1)$
- b) For mid-block stops in parallel parking areas: $24 + l (n - 1)$
- c) For mid-block stops in angle parking areas: $27 + l (n - 1)$

where

l = the length of bus, in metres

n = number of buses likely to use a stop at the one time.

Bus stands are areas where buses may remain for some time before commencing a trip. They should be located clear of the through traffic lanes or at a more distant location where parking demand is not high and obstruction of traffic does not occur.

F1.2 Taxi stands and feeder stands

New

Taxi stands should be provided in locations convenient for patrons.

It is desirable that taxis stop parallel to the kerb, facing in the direction of the main traffic stream so that waiting taxis may progress from the tail of the taxi queue to the head. Minimum length of taxi stands should be $(5.4n + 1.0)$ metres, where n is the number of taxis to be accommodated.

Should demand exist for greater allocation of space at any particular location, the main stands should be fed from feeder stands established at a reasonable distance from the main stand. The feeder stand should be so placed that the lead taxi in the rank can observe when a space becomes vacant at the main stand. A feeder stand may feed one or more main stands.

F1.3 Loading zones

New

Loading zones should be provided where it is necessary to allow commercial or other vehicles to stop for the picking up or setting down of goods or passengers. They should allow stopping parallel to the kerb and should have a length which will accommodate the vehicles which normally use them (generally not less than 9 m). Bearing in mind the need to locate loading zones close to the premises being served, consideration should be given to placing loading zones at the beginning or end of a section of parking, rather than in the middle, to reduce the need for awkward vehicle manoeuvring.

Loading zones may be reserved for commercial vehicles.

- a) Commercial vehicles (in relation to stopping in a loading zone). These are defined in the *Transport Operations (Roads Use Management) (TORUM) Act 1995* as:
 - 1) *Any horse-drawn vehicle constructed, fitted or equipped for the carriage of goods;*
 - 2) *Any motor vehicle (excluding any motor car or motor bike) constructed, fitted or equipped for the carriage of goods; and*
 - 3) *Any motor vehicle constructed, fitted or equipped for the carriage of persons to which is affixed a form of identification as an approved commercial vehicle.*
- b) Commercial Vehicle Identification Label. The form of the identification is specified in Figure F1.3.

It shall be prominently displayed on the left-hand side front of the vehicle. The label shall be affixed to the hinged ventilation window if fitted. If no hinged ventilation window is fitted, the label shall be affixed on the lowest most left-hand section of the windscreen.

In the case of vehicles not equipped with a windscreen, the label shall be affixed to a prominent position on the vehicle so that it is clearly visible at all times.

Identification labels shall be issued by a local government.

Figure F1.3 – Commercial vehicle identification label

Note: Colours: Black legend with vehicle registration number, year and serial number on white block imposed on yellow background which will vary annually in a cyclic order through the following AS 2700 standard colours Y22, Y24 and Y15.

F1.4 Parking for people with disabilities

New

Power to issue permits for the identification of vehicles used for the carriage of people with disabilities is contained in the TORUM Act. Vehicles displaying a people with disabilities permit are generally permitted to be parked longer than the posted time limit. Such parking spaces are not convenient for all people with disabilities, especially where parking demand is high, parking is parallel to the kerb or there is no useable ramp between road and footpath level. In these circumstances, consideration should be given to providing parking spaces for the exclusive use of vehicles displaying a people with disabilities permit, issued by the appropriate authority. The design and location of such spaces shall be in accordance with AS 1428 Set: *Design for access and mobility*, AS/NZS 2890.1 *Parking facilities – Off-street parking* and AS 2890.5 *Parking facilities, Part 5: On-street parking* and shall take account of the:

- demand for spaces with wheelchair access
- proximity of the spaces to the activity to be assessed, and
- ease of access from the spaces by wheelchair.

F1.5 Other specific parking demands

New

The demand for other types of parking restriction depends on the types of adjacent activities to which people wish to gain vehicle access. Temporary signing may be necessary for works zones, to allow construction vehicles to deliver materials and goods to building construction sites. Permit schemes may be introduced, for example, to allow residents to park their vehicles in the street in which they live, for periods longer than the duration indicated on parking panels. In these schemes, one of the primary aims of introducing short duration parking is to increase the likelihood of unoccupied parking spaces being available for permit vehicles, whilst at the same time minimising inconvenience to visitors and others with legitimate business in the area. Permit zones may also be established for similar purposes.

However, these prohibit visitors' vehicles and other non-permit vehicles from parking even for short durations. Other special requirements may be provided for by using No Stopping or No Parking signs with appropriate exceptions. Each case should be considered on its merits, but the number of special provisions should be kept to a minimum to avoid motorist confusion or the expectation that special exceptions are easy to obtain.

F2 Time-limit parking

New

Where the available space meets the demand for parking without rationing, there is no reason to place a time limit on parking. Where demand exceeds supply, it is necessary to impose rationing to increase the turnover and so allow more people to use the more sought after spaces to gain access to the adjacent facilities. The limits to be applied in any locality should be determined only from a proper study of parking patterns. Generally, with adequate enforcement, an efficient time limit results in some spaces being vacant at any time.

In business districts, turnover demands are usually too high for long term, on street parking. Limits of increasing duration are usually applied at increasing distances from the heart of the district. This ensures the highest turnover for premium demand areas while allowing longer term parking at greater walking distances.

The usual periods provided for are half, one, two, three and four hours, but in the vicinity of post offices, banks, or other 'errand' type locations, limits as low as five minutes may be used to advantage.

Time limits may be introduced by the exercise of powers given to a local government by the TORUM Act.

F3 Fee payment parking

F3.1 General

New

If time limits are to operate successfully, they have to be adequately enforced. A very small number of consistent violators parking for lengthy periods will reduce the advantages of any scheme. Where competition for parking is intense and satisfactory enforcement is difficult to maintain, meter parking or ticket parking should be implemented.

Properly designed fee payment parking schemes provide the following benefits:

- a) increased turnover in parking spaces, which often has the effect of reducing traffic volumes by eliminating vehicles circulating in search of parking places
- b) an accurate time check on parking duration, thereby simplifying enforcement
- c) discouragement of all day or other long term parkers from parking in areas restricted to short term parkers
- d) reduction in the number of people required for time limit enforcement, and
- e) the opportunity to impose price controls on the demand for kerb space. Maximum charges can be imposed where demand is greatest while lower charges can assist in redistributing demand to less competitive areas.

However, if fee payment parking schemes are not properly designed or effectively enforced, possible disadvantages of such schemes are as follows:

- a) many users may not pay the fee
- b) strong public resentment may be generated, and/or
- c) meter feeding (exceeding the posted time limit by paying the fee again) may be encouraged.

F3.2 Guidelines for the implementation of fee payment parking areas

New

The implementation of fee-payment parking may be considered under the following conditions:

F3.2.1 Time-recording meters

New

- a) Where an insufficient turnover of spaces is indicated by short term parkers resorting frequently to illegal parking or double parking.
- b) Where a high demand is indicated by the continuous usage of at least 70 per cent of available parking bays during business hours, a parking limit of one hour or less may be introduced by parking meters. Where 50–70% of available space hours are used, the limit may be increased up to two hours.
- c) Where studies reveal insufficient off street parking facilities within reasonable walking distance from large generators of high short term parking demand, such as stores, banks or other commercial centres.

F3.2.2 Non-time-recording meters (parkatareas)

New

- a) Where traffic surveys show that 90 per cent of all parkers park for periods of four hours or greater.
- b) Where the installation of time recording meters is not warranted.

F3.3 Delineation of fee-payment parking areas

New

Signs and pavement markings are used to delineate fee payment parking areas. Typical layouts for parking meters are shown in Figures F3.4.5(a), F3.4.5(b) and F3.4.5(c). To reduce the number of footpath obstructions, double head meter stems may be used. Centralised (or multi bay) parking meters, ticket or coupon parking schemes provide alternative methods of minimising footpath obstructions or minimising the number of fixtures in a sensitive environment. Centralised (or multi bay) parking meters, ticket issuing machines or coupon purchase locations are required at regular intervals along a parking area. The spacing and location of ticket issuing machines will depend on the parking angle, the convenient walking distance and the location of any intersecting footpaths. On all roads except those with low traffic volumes, a user should not have to cross a road to purchase a ticket or coupon.

It is important that the time limit applicable to a fee payment area is prominently displayed. This shall be indicated on the Parking Control sign and should also be indicated on each parking meter or ticket issuing machine. Where centralised parking meters are provided, consideration may be given to the installation of a MULTI-BAY METER PARKING sign at the entrance(s) to the street.

F3.4 Parking meters

New

F3.4.1 General

New

Meters permit reasonable and effective enforcement of time limits by displaying a signal to an enforcement officer indicating whether or not the limit has been overstayed.

Meters may be time recording or non-time recording. The former indicates unexpired time by a pointer on a graduated time scale or other indicator. The latter (parkatareas) has a coin window to expose the required parking fee to an enforcing officer. Non time recording meters are usually restricted to long term (day or half day) restrictions. Meters are only installed in areas where regulated parking has been established in accordance with the TORUM Act (see Clause 5.1).

F3.4.2 Temporary prohibition of use of parking meters

New

Where a local government desires to temporarily prohibit the use of a metered space, the meter shall be covered with a suitable hood on which a legend shall indicate that parking is prohibited in that space.

F3.4.3 Installation of parking meters

New

Where parking meters are to be installed the following procedure shall be observed:

- i. Pavement marking shall be made in accordance with this Part of the Manual.
- ii. Standard signs shall be erected in accordance with this Part of the Manual.
- iii. The meter should be installed relative to the bay as shown in Figures F3.4.5(a), F3.4.5(b) and F3.4.5(c) (for single or double bays) as appropriate.
- iv. The height of the coin slot shall be 1.2 m–1.4 m above the footpath.

F3.4.4 Time-recording meters

Where metered parking has been duly authorised and parking meters are to be installed, they shall comply with at least the following:

- i. They shall be so designed and constructed that:
 - a. operation of the time mechanism requires the insertion of a coin and compliance with other directions, if any, for the effective operation of the meter as specified on the meter
 - b. unexpired time is indicated by scale and needle or other indicator, and
 - c. a red 'expired' flag or equivalent indicator is easily visible to an enforcing officer checking the meter by vehicle.
- ii. A plate and sign shall be attached to the meter showing:
 - a. the period for which the meter may be actuated
 - b. the denomination of the coin or coins the meter will accept
 - c. the hours of day which are subject to metered parking operation, and
 - d. any further directions for the effective operation of the meter.

F3.4.5 Parkatareas

Where parkatarea parking has been duly authorised and parkatareas are to be installed, they shall generally comply with the following:

- i. They shall be so designed and constructed that:
 - a. Each parkatarea should be capable of applying to two consecutively marked spaces and each face of the meter should comprise a hinged door incorporating two coin slots. These coin slots should be suitable for the insertion of coins prescribed on the plate and sign attached to the meter.
 - b. Below each of these slots there should be a coin window of sufficient height to expose a minimum amount of the appropriate coins.
 - c. The coin slots and windows should be designed in both width and thickness to receive the appropriate coins. The arrangement of the slots and windows should permit the coins to fall freely under gravity immediately upon insertion, to a stop provided to hold the coins in a visible position until released by a coin release device.

- d. The top section of the parkatarea should be fitted with a key operated lock and cam, to release and open the hinged coin slot and window sufficiently to allow the deposited coins to fall into the coin receptacle below.
 - e. The coin receptacle should be mounted below the hinged windows and coin slots, and be fitted with a suitable lock.
- ii. A plate and sign shall be attached to the parkatarea showing:
- a. the hours of operation;
 - b. the denomination of the coins accepted by the parkatarea;
 - c. the amount to be inserted for any period of parking.

Figure 3.4.5(a) – Erection of parking meters for parallel and angle parking: Typical arrangement

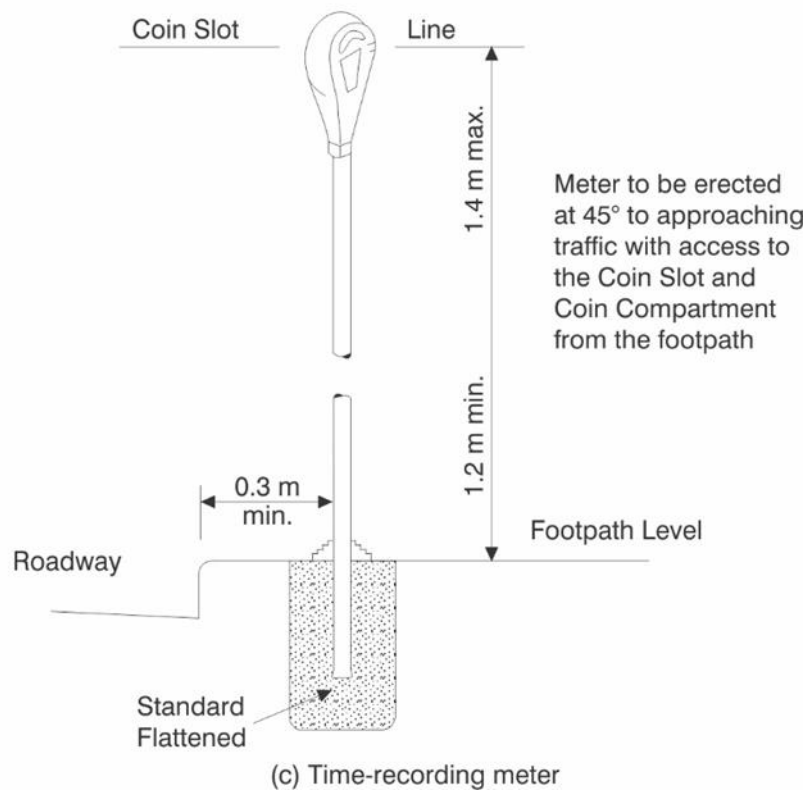
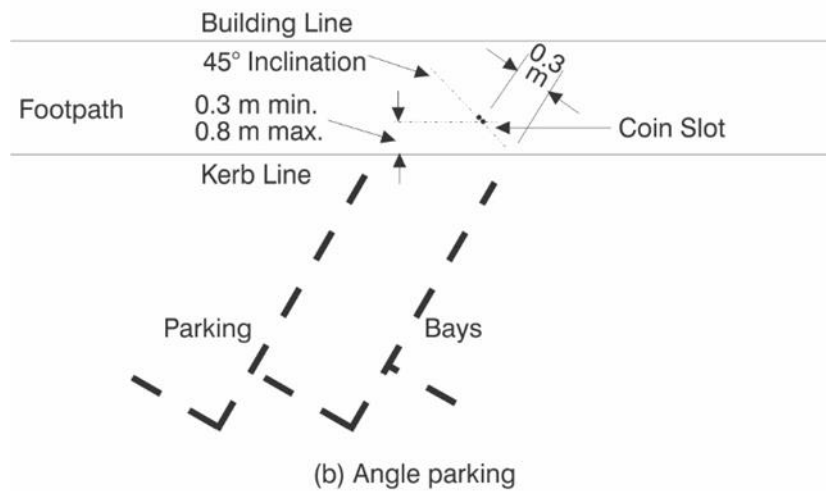
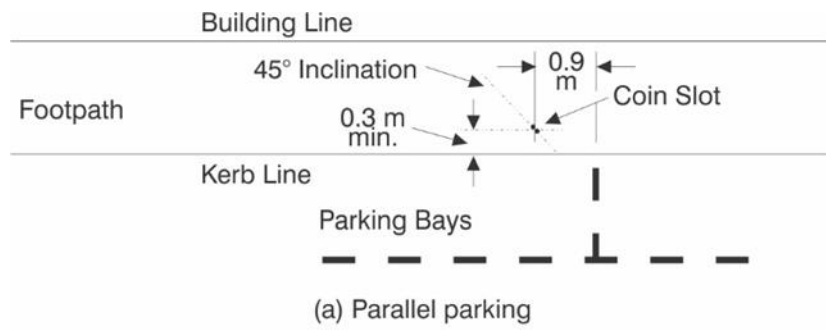


Figure 3.4.5(b) – Erection of parking meters for centre parking: Typical arrangement

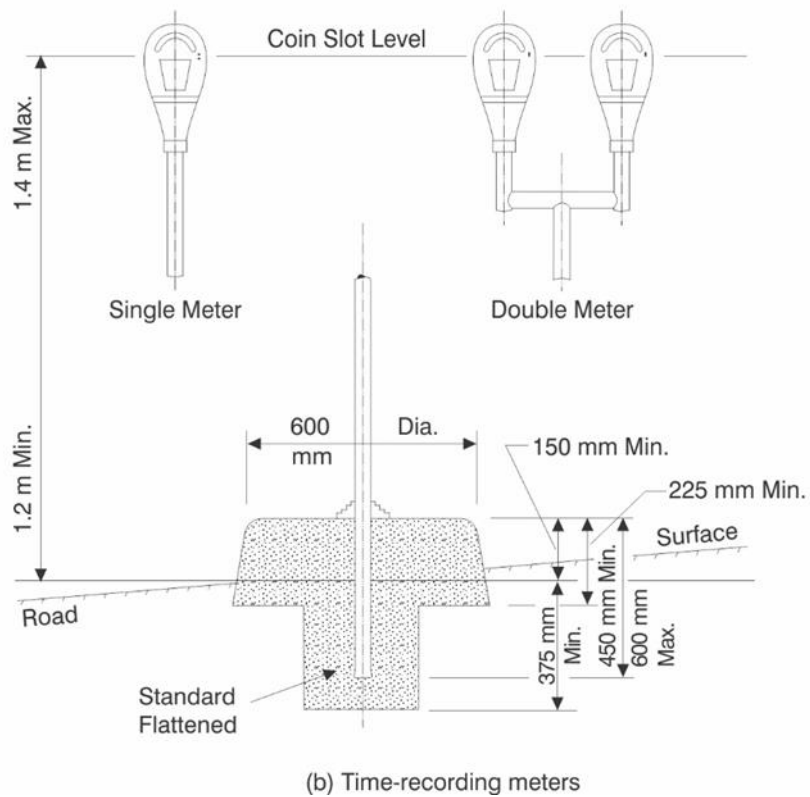
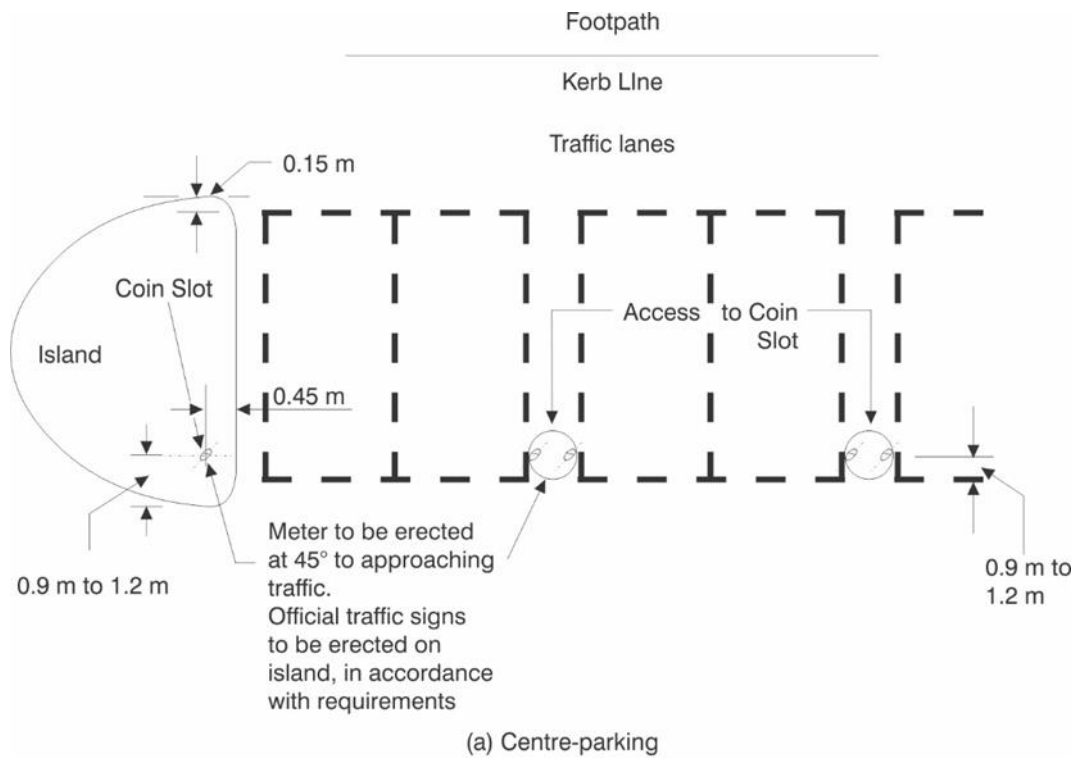
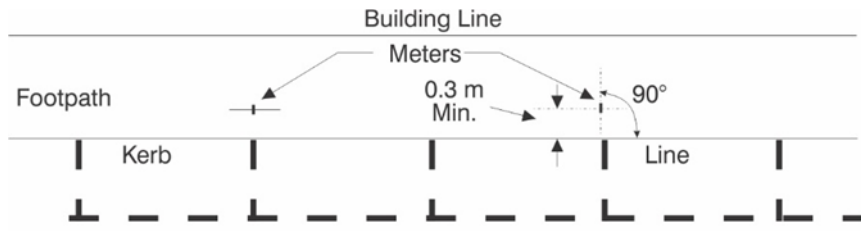
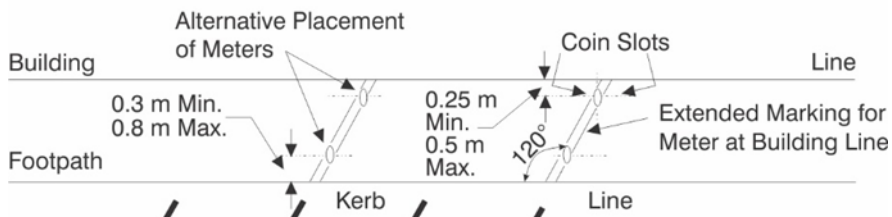


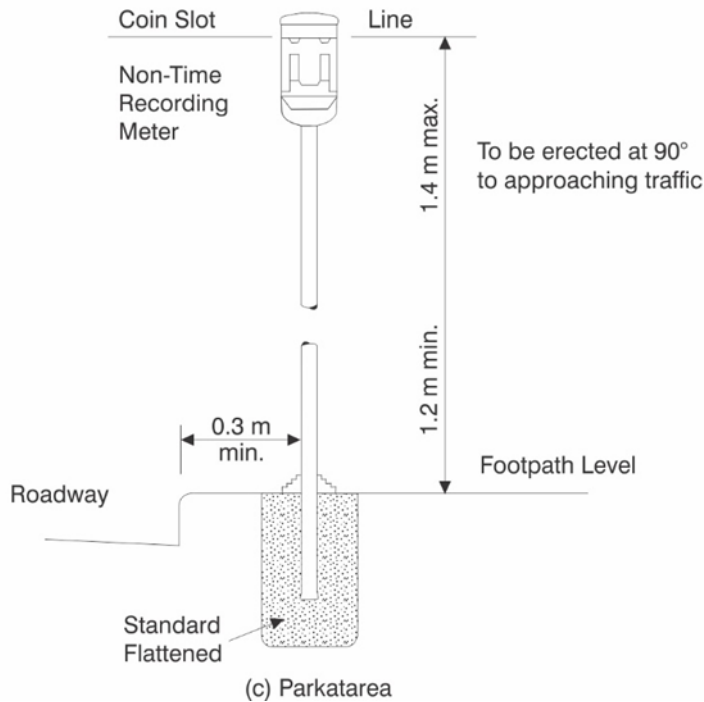
Figure 3.4.5(c) – Erection of parking meters (Parkatareas) for parallel and angle parking: Typical arrangement



(a) Parallel-parking



(b) Angle-parking



(c) Parkatarea

