Australian Standard®

Manual of uniform traffic control devices

Part 12: Bus, transit and truck lanes

This Australian standard was prepared by Committee MS/12, Road Signs and Traffic Signals. It was approved on behalf of the Council of the Standards Association of Australia on 8 September 1986 and published on 3 November 1986.

The following interests are represented on Committee MS/12:

Australian Automobile Association
Australian Council of Local Government Associations
Australian Road Research Board
Confederation of Australian Industry
Department of Transport
Local Government Engineers Association of Victoria
Main Roads Department, Queensland
National Association of Australian State Road Authorities
National Capital Development Commission
Railways of Australia Committee
Road Traffic Authority, Victoria
Road Traffic Board, South Australia
Traffic Authority of New South Wales
Transport Commission, Tasmania

This standard was issued in draft form for comment as DRS 83199 and 83200

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First published 1986

PUBLISHED BY STANDARDS AUSTRALIA
(STANDARDS ASSOCIATION OF AUSTRALIA)
1 THE CRESCENT, HOMEBUSH, NSW 2140

ISBN 0 7262 4396 5

PREFACE

This standard was prepared by the Association's Committee on Road Signs and Traffic Signals. It is one in a series of thirteen standards which supersede AS 1742, Manual of Uniform Traffic Control Devices, Part 1—1975, Description and Use of Elemental Traffic Control Devices and Part 2—1978, Application of Traffic Control Devices to Traffic Situations. When completed the series will comprise the following standards:

AS 1742 Manual of Uniform Traffic Control Devices

AS 1742.1 General Introduction and Index of Traffic Control Devices

AS 1742.2 Traffic Control Devices for General Use (i.e. Regulatory, Warning, Guidance Signs and Devices for Roads other than Freeways)

AS 1742.3 Works on Roads

AS 1742.4 Speed Controls

AS 1742.5 Street Name and Community Facility Name Signs

AS 1742.6 Service and Tourist Signs for Motorists

AS 1742.7 Railway Crossings

AS 1742.8 Freeways

AS 1742.9 Bicycle Facilities

AS 1742.10 Pedestrian Control and Protection

AS 1742.11 Parking Controls

AS 1742.12 Bus, Transit and Truck Lanes

AS 1742.13 Local Area Traffic Management

Each standard will consist of the material in AS 1742, Part 1—1975 and AS 1742, Part 2—1978 relevant to the particular traffic situation and will incorporate any amendments that have been issued for public comment and approved by the committee for publication.

This standard introduces a new set of traffic control devices to AS 1742 to identify lanes, designated in State Traffic Regulations, for the use of certain classes of vehicle. These devices are required because of the widespread use of these lanes to improve the movement of these classes of vehicle, for example during peak hours.

Because they increase the legibility distance of the signs, symbols are used to indicate the class of vehicle for which the lane is reserved. To give greater flexibility in the supply and installation of signs, they are specified in modular form. Supplementary information such as AHEAD, END and times of operation is given on plates separately mounted with a parent sign rather than on the parent sign itself.

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STANDARDS ASSOCIATION OF AUSTRALIA

Australian Standard
for
MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES—
PART 12—BUS, TRANSIT AND TRUCK LANES

1 SCOPE. This standard sets out the traffic control devices to be used to identify traffic lanes designated in State traffic regulations as—

(a) bus and transit lanes, which are used, especially in peak periods, as a means of improving traffic flow; and

(b) truck lanes.

It also sets out devices to be used to prohibit entry of buses or trucks into a lane or carriageway.

Guidance is also given in Appendices on illumination and reflectorization of signs, on installation and location of signs, and on selection of appropriate sign size.

2 AIM. The aim of this standard is to achieve uniformity of practice in the signposting and marking of bus, transit and truck lanes.

3 REFERENCED DOCUMENTS. The following standards are referred to in this standard:

AS 1743 Road Signs

AS 1906 Retroreflective Materials and Devices for Road Traffic Control Purposes Part 1—Retroreflective Materials

4 DEFINITIONS. For the purpose of this standard, the following definitions apply.

4.1 Bus lane—a lane reserved for the use of buses and other authorized vehicles (see Note).

4.2 Traffic control device—any sign, signal, pavement marking or other installation placed or erected by a public authority or official body having the necessary jurisdiction, for the purpose of regulating, warning or guiding road users.

4.3 Transit lane—a lane reserved for the exclusive use of certain high occupancy and other authorized vehicles (see Note).

4.4 Truck lane—a lane reserved for the use of trucks and other authorized vehicles (see Note).

NOTE. Authorized vehicles are specified by legislation in each State and Territory.

5 SIGNS. Signs used to designate bus, transit and truck lanes are listed in Table 1. For detailed specifications for the manufacture of signs, reference should be made to AS 1743.

Signs that are intended to convey messages during the hours of darkness shall be either illuminated or reflectorized so that their colours and shapes are displayed by night as by day (see Appendix A).

The way in which these signs are used is specified in Clause 7. For the installation and location of signs refer to Appendix B.

TABLE 1

SIGNS USED FOR HIGH OCCUPANCY VEHICLE LANES

Sign	Sign number		Size mm
Bus lane TRANSIT LANE Truck lane	R7-1-1 R7-1-2 R7-1-3	C D E	600 × 800 900 × 1200 1200 × 1600
Bus Prohibition Truck Prohibition	R6-10-1 R6-10-2	A B C	600 × 600 900 × 900 1200 × 1200
Supplementary plates:			
AHEAD END	R7-2 R7-4	C D E	600 × 200 900 × 300 1200 × 400
LEFT LANE Overhead arrow	R7-3 R7-5	C D E	600 × 400 900 × 600 1200 × 800
* Times of operation module	R9-1-1B R9-1-1C R9-1-1D R9-1-2A R9-1-2B R9-1-2C		600 × 400 900 × 600 1200 × 800 600 × 600 900 × 900 1200 × 1200

* Module width to match that of R7-1 sign.

6 DESIGNATION OF LANE. Bus, transit and truck lanes are clearly designated by the relevant R7-1 sign used in conjunction with appropriate supplementary plates as shown in Fig. 1 (see Clause 7). Pavement markings may be used to supplement these signs. An example of the pavement markings and messages to be used along Bus Lanes is given in Fig. 2.

Signs and, if used, pavement markings, may be repeated after each side street at other locations along the lane. Signs should be erected far enough past the intersection to allow vehicles turning into the road to observe the signs.