AS 1742.13—2009

Australian Standard®

Manual of uniform traffic control devices

Part 13: Local area traffic management

This Australian Standard® was prepared by Committee MS-012, Road Signs and Traffic Signals. It was approved on behalf of the Council of Standards Australia on 7 October 2009. This Standard was published on 9 November 2009.

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- ACT Department of Territory and Municipal Services
- ARRB Transport Research
- Austroads (representative from Department of Transport, Energy and Infrastructure, SA)
- Association of Consultants in Access Australia
- Australian Automobile Association
- Australian Chamber of Commerce and Industry
- Australian Historic Motoring Federation
- Australian Industry Group
- Australian Motorcycle Council
- Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government
- Department of Infrastructure, Planning and Environment (NT)
- Institute of Public Works Engineering Australia
- Main Roads Department, Queensland
- Main Roads Western Australia
- Roadmarking Industry Association of Australia

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Standards Australia wishes to acknowledge the participation of the expert individuals that contributed to the development of this Standard through their representation on the Committee and through the public comment period.

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Part 13: Local area traffic management

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PREFACE

This Standard was prepared by Standards Australia Committee MS-012, Road Signs and Traffic Signals to supersede AS 1742.13—1991. It is one in a series of fourteen Standards which together form the *Manual of uniform traffic control devices*. The series comprises the following Standards:

AS		
1742	Manual of uniform traffic control devices	
1742.1	Part 1:	General introduction and index of signs
1742.2	Part 2:	Traffic control devices for general use
1742.3	Part 3:	Traffic control for works on roads
1742.4	Part 4:	Speed controls
1742.5	Part 5:	Street name and community facility name signs
1742.6	Part 6:	Tourist and services signs
1742.7	Part 7:	Railway crossings
1742.9	Part 9:	Bicycle facilities
1742.10	Part 10:	Pedestrian control and protection
1742.11	Part 11:	Parking controls
1742.12	Part 12:	Bus, transit and truck lanes
1742.13	Part 13:	Local area traffic management (this Standard)
1742.14	Part 14:	Traffic signals
1742.15	Part 15:	Direction signs, information signs and route numbering

The principal changes from the previous edition are as follows:

(a) Commentaries on the advantages and disadvantages of various LATM treatments have been deleted. These are amply covered in guidance material such as Austroads; *Guide to Traffic Management—Part 8: Local Area Traffic Management.*

(b) Shared zones have been deleted. They are now covered in AS 1742.4.

(c) Detail on area speed zones has been brought into line with AS 1742.4.

(d) Detail on various aspects of signs and pavement markings has been brought up to date with AS 1742.2, in particular, markings at STOP and GIVE WAY signs.

(e) Sign requirements at entry to and exit from one-way streets have been added.

Statements expressed in mandatory terms in notes to figures are deemed to be requirements of this Standard.

The term 'normative' has been used in this Standard to define the application of the appendix to which it applies. A 'normative' appendix is an integral part of a Standard.

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FOREWORD

There is an awareness within the community, of the need to maintain the 'quality of life' on residential streets by creating an environment that discourages unnecessary motorized traffic and inappropriate speeds.

The main traffic objectives of local area traffic management (LATM) are to attain acceptable levels of speed, volume and composition of traffic within the local area and thereby to reduce road crashes and improve the general amenity of the area. These objectives are achieved by modifying the street environment through the installation of various control devices in a traffic management scheme.

Local area traffic management (LATM) devices are generally intended to correct deficiencies in older designs. Their need in new subdivisions can be avoided to a large extent by use of design standards, which are based on modern planning principles.

Advice on procedures for the development of LATM schemes together with guidance on the advantages and disadvantages of the various LATM device covered in this Standard are given in Austroads: *Guide to Traffic Management—Part 8: Local Area Traffic Management.*

The complete signing and marking schemes illustrated in Section 3 for various LATM devices are generally appropriate where the devices are installed in isolation or during staged implementation of an area-wide LATM scheme. As indicated in Section 3, both in the text and on the drawings, many such signs and markings can be omitted when the device is part of a fully implemented area-wide scheme, thus conserving the visual amenity of the area.

Special attention has been given to the development of suitable markings for road humps. The marking shown in Clause 4.6.6 has been developed as a result of supplementary testing of several alternatives by the Australian Road Research Board as reported in Cairney*.

* CAIRNEY, P.T., *Further visibility tests for road hump markings*, Melbourne, Australian Road Research Board, 1991, Document WD RS 91/002.

STANDARDS AUSTRALIA

Australian Standard
Manual of uniform traffic control devices

Part 13: Local area traffic management

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE

This Standard describes the following commonly used local area traffic management (LATM) devices:

(a) Perimeter treatments.

(b) Road humps.

(c) Roundabouts.

(d) Driveway links.

(e) Slow points (one lane and two lane).

(f) Modified T-intersections.

(g) Road closures (partial and full closures).

(h) One-way streets.

It also specifies appropriate signs, delineation and pavement markings to be used in association with each device to achieve uniformity of practice in LATM schemes. Guidance is given in appendices on the illumination and reflectorization of signs; on the installation and location of signs and on the design and use of LATM devices.

This Standard is applicable to non-arterial roads in built-up areas.

NOTE: Detailed specifications for the design and manufacture of the signs are given in AS 1743.

1.2 REFERENCED DOCUMENTS

The following documents are referred to in this Standard:

AS
1742 Manual of uniform traffic control devices
1742.2 Part 2: Traffic control devices for general use
1742.4 Part 4: Speed controls
1742.5 Part 5: Street name and community facility name signs
1742.9 Part 9: Bicycle facilities
1742.10 Part 10: Pedestrian control and protection
1742.12 Part 12: Bus, transit and truck lanes

1743 Road signs—Specifications

AS/NZS
1906 Retroreflective materials and devices for road traffic control purposes
1906.1 Part 1: Retroreflective sheeting