

AS 1742.0:2023



STANDARDS
Australia



Manual of uniform traffic control devices

Part 0: Glossary of terms



AS 1742.0:2023

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Preface

This Standard was prepared by Standards Australia Committee MS-012, Road Signs and Traffic Signals.. This is a New Standard which is to supersede (in part) AS 1348:2002, *Road and traffic engineering — Glossary of terms*.

The objective of this document is to provide, within the AS 1742 series, *Manual of uniform traffic control devices*, an alphabetical list of terms and definitions used in road and traffic engineering. The terms and definitions also apply to AS 1743, *Road signs—Specifications*, and AS 1744, *Standard alphabets for road signs*.

The meaning of the terms in this document are specific to road and traffic engineering. Other meanings in common usage can apply.

In addition to this document, other road and traffic engineering terms are also provided in the *Austroroads Glossary of Terms*. When there is a term which is defined differently between Standards, the definition contained within the individual parts of AS 1742, AS 1743 and AS 1744 takes precedence over this document. When there is a term which is defined differently in the *Austroroads Glossary of Terms*, the definition contained in this document takes precedence.

In this document, contextual information is found in < angled brackets > before the definition. Explanatory notes, examples or comments are found after the definition as “Note to entry”. Terms are written in lower case letters when expressed in full, while abbreviations are written using capital letters. “See” directs the user to the term that provides the definition, while “see also” directs to related terms. For non-preferred terms, the preferred term is stated in a note to entry. “e.g.” is written in full as “for example”.

A list of all parts in the AS 1742 series can be found in the Standards Australia online catalogue, or see the Bibliography.

The terms “normative” and “informative” are used in Standards to define the application of the appendices to which they apply. A “normative” appendix is an integral part of a Standard, whereas an “informative” appendix is only for information and guidance.

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NOTES

Australian Standard®

Manual of uniform traffic control devices

Part 0: Glossary of terms

1 Scope

This document provides an alphabetical list of terms and definitions used in road and traffic engineering, and specifically in the AS 1742 series, AS 1743 and AS 1744.

2 Normative references

There are no normative references in this document.

NOTE Documents referenced for informative purposes are listed in the bibliography.

3 Terms and definitions

The standard definitions for terms used in road and traffic engineering are set out in this section.

3.1

85th percentile speed

V85

speed at or below which 85% of all vehicles are observed to travel under free-flowing conditions past a nominated point

3.2

AADT

see *annual average daily traffic* ([3.15](#))

3.3

acceleration lane

speed-change lane used for increasing speed

3.4

access

driveway by which vehicles and/or pedestrians enter and/or leave property adjacent to a road

3.5

access control

access management

either —

- (a) prevention of vehicular and personal access across the boundary between a road and an adjacent property by means of regulation or physical separation; or
- (b) control of vehicular access between a road and adjacent properties or between different carriageways to specific locations and in specific directions

3.6

access way

private road or local street serving very low traffic volumes, where design need not be dominated by traffic considerations

See also *driveway* ([3.131](#))

3.7**active control**

control of the movement of vehicular or pedestrian traffic across a railway crossing by devices such as flashing signals, gates or barriers, or a combination of these, where the device is activated prior to and during the passage of a train through the crossing

3.8**ADT**

See *average daily traffic* ([3.29](#))

3.9**ADT count**

number of vehicle/axle counts measured at a specific count station for a nominated period

3.10**ADT station**

traffic-measuring device installed at a specific location

3.11**advance direction sign**

sign placed on an approach to, and in advance of, an intersection or interchange, indicating the direction of routes and destinations beyond the intersection, or interchange

See also *direction sign* ([3.122](#))

3.12**advisory speed**

recommended maximum speed at which a section of roadway should be negotiated for comfort and safety

3.13**alignment**

horizontal or vertical geometric form of the centre-line of the carriageway

3.14**amenity**

experience, in using a property or public area, which creates a sense of comfort, enjoyment or similar positive sensations

Note 1 to entry: The presence of adverse stimuli such as noise, odour or other disruptions can create poor amenity

3.15**annual average daily traffic****AADT**

total yearly traffic volume in both directions at a road location, divided by the number of days in the year

Note 1 to entry: This term also applies to estimates of AADT based on short-term traffic volume counts.

3.16**approach**

section of road, consisting of one or more lanes, in advance of an intersection or mid-block site in the direction of travel

3.17**approach speed**

speed of traffic approaching a work site measured in km/h. It is usually estimated from a measurement of the 85th percentile speed or from the speed limit applying to the road

3.18**area parking control**

form of parking control where signs are used to delineate an area by signposting the entries and exits rather than by signposting individual lengths of kerb with linear parking control signs

3.19**area speed zone**

network of roads (for example a local area) to which a single speed limit other than the default limit applies and which is signposted

3.20**arrestor bed**

area of land adjacent to the road, using a particulate material or other means to decelerate and stop out-of-control vehicles; generally located on long steep descending gradients

See also *safety ramp* ([3.364](#))

3.21**arterial road**

road that has the primary traffic function of carrying through traffic between localities

3.22**aspect**

single optical system (e.g. a single circular, arrow, or symbolic traffic light) on a signal face capable of being illuminated at a given time

Note 1 to entry: Red, yellow, green and white aspects are used for vehicle movements.

3.23**at grade crossing**

See *level crossing* ([3.201](#))

3.24**at grade intersection**

intersection where carriageways meet or cross at a common level

3.25**audio tactile line marking****ATLM**

raised or specifically textured strips typically installed on or beside a marked line, e.g. the edge line, centreline or lane line, generating noise and vibrations through vehicles to alert drivers that they are leaving their lane

3.26**Australian Road Rules**

model laws developed by the National Road Transport Commission which form the basis for state and territory road rules across Australia

See also *Road Rules* ([3.347](#))

3.27**automatic traffic count**

traffic count obtained by machines or through the application of technology, rather than by manual recording

3.28**auxiliary lane**

portion of the carriageway adjoining through traffic lanes, used for speed change or for other purposes supplementary to through traffic movement

3.29**average daily traffic****ADT**

total traffic volume during a stated period, divided by the number of days in that period (normally over a seven day week, i.e. includes weekend traffic)

3.30**average speed**

speed over a specified length of road, being the distance divided by running time. The average for all traffic, or a component thereof, is the summation of distances divided by the summation of running time

See also *85th percentile speed* ([3.1](#))

3.31**average weekday traffic****AWT**

total traffic volume for all of the weekdays (Monday to Friday) less public holidays, Saturdays and Sundays in a stated period, divided by the number of such days in that period

3.32**background**

See *ground* ([3.163](#))

3.33**barrier**

device placed to prevent access to a particular area

3.34**barrier kerb**

kerb with a nearly vertical face, designed to discourage vehicle access to areas outside the travelled way, control drainage and control parking of vehicles

See also *mountable kerb* ([3.235](#)) and *semi-mountable kerb* ([3.368](#))

3.35**barrier line**

continuous longitudinal line or lines marked on the carriageway to prohibit overtaking movements in one or both directions

See also *centreline marking* ([3.62](#))

3.36**batter**

uniform side slope of walls, banks, cuttings etc

3.37**bicycle lane**

lane on a road set aside for the exclusive use of bicycle traffic and other types of vehicle as specified in regulations, either full-time or part-time

3.38**bicycle path**

path set aside for the exclusive use of bicycle traffic

3.39**bicycle route**

route (on or off roads) recommended for use by cyclists

3.40**boundary
boundary line**

See *property line* ([3.304](#))

3.41**bridge**

structure designed to carry a road or path over an obstacle by spanning it

3.42**bridgeworks**

all works associated with the construction or maintenance of a bridge

3.43**building line**

line of abutting properties, generally parallel to the property line, in front of which no building or part of a building may be erected

3.44**built-up area**

in relation to a length of road, area in which either of the following is present for a distance of at least 500 metres or, if the length of road is shorter than 500 metres, for the whole road:

- (a) Buildings, not over 100 m apart, on land next to the road.
- (b) Street lights not over 100 m apart

3.45**bus**

passenger vehicle constructed principally to carry a minimum number of seated passengers, including the driver; the number being specified in individual State legislation and regulations (normally more than eight or nine)

3.46**bus bay**

indented area usually into the shoulder or verge for the purpose of allowing a bus to stop clear or partially clear of the traffic lane

3.47**bus lane**

lane reserved for the use of buses and other vehicles as specified in regulations

3.48**bus only lane**

lane or a section of roadway reserved for the exclusive use of buses

3.49**bus priority**

means by which buses are given an advantage over other traffic; for instance, by traffic signal pre-emption measures or by freeway entrances or bus lanes that give priority to buses

3.50**bus way**

separate facility that is reserved for the exclusive use of buses

3.51**bypass****by-pass**

alternative route which enables through traffic to avoid urban or congested areas, or other obstructions to movement

3.52**by-pass road**

See *bypass* ([3.51](#))

3.53**capacity**

maximum flow of trains, vehicles, passengers or goods that can be accommodated in a transport system in a specified period

See also *parking capacity* ([3.271](#)) and *road capacity* ([3.337](#))

3.54**car occupancy**

number of occupants, including driver, per passenger car

3.55**car park**

place set aside for the parking of vehicles, generally passenger cars

3.56**carriageway**

that portion of a road or bridge devoted particularly to the use of vehicles, that is between guide posts, kerbs, or barriers where these are provided, inclusive of shoulders and auxiliary lanes

3.57**cattle grid**

See *grid* ([3.162](#))

3.58**causeway**

raised carriageway across wet or low areas or across tidal water

3.59**central activities district****CAD**

See *central business district* ([3.60](#))

3.60**central business district****CBD**

dominant centre of business and commercial activity within a given area, which is characterized by high density office and retail development, large numbers of pedestrians and vehicles, and a heavy demand for parking

3.61**centreline**

geometric line that defines the axis or alignment of the centre of a road or other work

3.62**centreline marking**

pavement marking on a road, which delineates opposing traffic flows. It need not be in the geometric centre of the roadway

See also *dividing line* ([3.127](#))

3.63**centre blister**

traffic island placed in the centre of a two-way carriageway to create a symmetrical horizontal deflection in both directions

3.64**chainage**

distance of a point along a control line, measured from a datum point

3.65**channelization**

system of controlling traffic by the introduction of an island or islands, or markings on a carriageway to direct traffic into predetermined paths, usually at an intersection

3.66**channelized intersection**

intersection provided with medians and islands for defining the trafficable area and to control specific movements

3.67**chevron alignment marker****CAM**

See *curve alignment marker* ([3.111](#))

3.68**chevron marking**

V-shaped markings applied to areas of pavement not for general use by vehicles. These markings are used to give definition to splayed approaches to islands or obstructions, where traffic may pass to either side

See also *diagonal marking* ([3.121](#))

3.69**children's crossing**

portion of roadway intended for part-time use for the crossing of pedestrians (usually school children) established by specified devices

3.70**children's crossing supervisor**

authorized person appropriately trained, who controls vehicle and pedestrian crossing movements at children's crossings or at other crossings where children cross roads

3.71**circle aspect**

traffic signal aspect of circular form and appropriate colour

3.72**circulating carriageway**

carriageway surrounding the central island of a roundabout

3.73**circulation**

pattern in which traffic moves in a given area

3.74**classification count**

sample count of traffic in which the vehicles within the traffic flow are classified into types or characteristics, such as speed and weight

3.75**clearance**

space between a moving vehicle and a stationary object or another vehicle

3.76
clearing interval
clearance interval

interval of a traffic signal cycle during which traffic executing a particular movement is warned that availability of that movement is about to end. The interval is indicated by the display of a yellow aspect to vehicular traffic and, if provided, a countdown display, a flashing red DON'T WALK or its symbolic equivalent aspect to pedestrian traffic

3.77
clearway

continuous length of roadway established by specified devices along which vehicles are not permitted to stop or remain stationary except where exempted by regulations

3.78
climbing lane

auxiliary lane, usually on a long upgrade, primarily for the use of slow moving vehicles

See also *overtaking lane* ([3.265](#))

3.79
colour code

<road sign specifications> one or more colours used symbolically to represent a particular function

3.80
collector road

non-arterial road that has the traffic function of collecting and distributing traffic within a locality, as well as providing access to abutting properties. The term includes connector road and distributor road

3.81
commercial service

commercially operated establishment providing travellers with meals, refreshments, overnight accommodation, caravan or camping facilities (including a camping ground at which no charges are made), fuel, charging or vehicle repairs

3.82
commercial vehicle
CV

vehicle constructed principally to convey goods or passengers in the course of trade or business

See also *heavy vehicle* ([3.170](#))

3.83
community

locality in which a group of people live

3.84
community facility

specific facility not necessarily related to travel, but which may be sought, and includes recreational facilities (for example library, swimming pool); public facilities (e.g. telephone, emergency medical service, charging station); administrative facilities (for example town hall, post office)

3.85
commuter

person who travels back and forth regularly between two points

Note 1 to entry: The word “commuter” is often used in reference to a suburban resident who travels daily into the city to work.

3.86
commuter bus

See *bus* ([3.45](#))

3.87**commuter car park**

car park in which people travelling from home to work may park their cars and continue on their trip either by carpool, bus, commuter bus, express bus, rail, other forms of public transport or on foot

3.88**commuter train**

See *train* ([3.443](#))

3.89**competent person**

person who has, through a combination of training, qualification and experience, acquired knowledge and skills enabling that person to correctly perform a specified task

3.90**compound curve**

curve consisting of two or more arcs of different radii curving in the same direction and having a common tangent point or being joined by a transition curve

3.91**compound manoeuvre**

crossing, merging, or diverging of multilane traffic streams

3.92**composite sign**

sign that carries more than one symbol on a signboard, or a sign which comprises any combination of symbols, words, numerals and arrows on the one signboard

3.93**condition signs**

temporary signs indicating the condition of the road surface through the work area

3.94**conflict point**

point of potential collision between vehicles involved in a manoeuvre

3.95**connector road**

See *collector road* ([3.80](#))

3.96**conspicuity of a sign**

extent to which a sign is more easily noticed than anything else in the visual field

3.97**containment fence**

physical barrier sufficient to provide separation between the vehicle travelled path or pedestrians and the work area, but not so rigid as to become a hazard if struck by vehicles, or to act as a safety barrier

3.98**continuing road**

road (except a road-related area) that meets the terminating road at the T-intersection

3.99**continuity line**

longitudinal broken line of distinctive pattern, which may be used to indicate the edge of that portion of a carriageway assigned to through traffic and which is intended to be crossed by traffic turning at an intersection, or entering or leaving an auxiliary lane at its start or finish or entering or leaving a freeway at an interchange

3.100**contraflow**

traffic flow in a direction opposite to the normal flow

3.101**controlled area**

portion of a roadway or intersection, the entry to which is controlled by traffic signals, delineated at entry either by a marked stop line or in its absence, the primary signal position, and at exit by the point beyond which there is no further conflict with intersecting vehicular and pedestrian traffic

3.102**corridor**

major area of travel between two points

Note 1 to entry: It may include more than one major route and more than one form of transport.

3.103**critical density**

traffic density on a given road or carriageway when the traffic volume is at capacity

3.104**critical movements**

traffic movements that determine the capacity and timing requirements of a signalized intersection

3.105**crossing**

formal area set aside for other modes of transport, pedestrians, cattle, and the like, to cross the road; usually called bicycle crossing, pedestrian crossing, railway crossing, and the like, as appropriate

3.106**crossing sight distance**

sight distance required to enable traffic to start from rest and safely cross one or more traffic streams

3.107**crossroad**

intersection where roads cross at a common point on a straight or curved alignment

3.108**cross section**

vertical section, generally at right angles to the centreline showing the surface and other features

3.109**crosswalk lines**

pair of parallel lines across a carriageway where pedestrian movements are controlled by signals or other devices that indicate the path to be used by pedestrians, and cyclists if specified in regulations

3.110**cruising speed**

vehicle speed achievable on a section of road uninterrupted by control devices but affected by side friction, road geometry and traffic volume

3.111**curve alignment marker****CAM**

rectangular sign marked with a black chevron on a yellow background to augment the delineation of a substandard curve

3.112**cycle time**

time required for one complete sequence of aspects