



Manual of uniform traffic control devices

Part 11: Parking controls



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 15 August 2016. This Standard was published on 24 October 2016.

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 - Association of Consultants in Access Australia
 - Australian Automobile Association
 - Australian Industry Group
 - Australian Motorcycle Council
 - Austroads (Representative from VicRoads)
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 - Institute of Public Works Engineering Australasia
 - Main Roads Western Australia
 - Rail Industry Safety and Standards Board
 - Roadmarking Industry Association of Australia
 - Roads and Maritime Services, NSW
-

This Standard was issued in draft form for comment as DR AS 1742.11:2015.

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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Australian Standard®

Manual of uniform traffic control devices

Part 11: Parking controls

Originated in part as AS CA14—1935.
Previous edition AS 1742.11—1999.
Third edition AS 1742.11:2016.

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Published by SAI Global Limited under licence from Standards Australia Limited, GPO Box 476, Sydney, NSW 2001, Australia

ISBN 978 1 76035 576 0

PREFACE

This Standard was prepared by the Standards Australia Committee MS-012, Road Signs and Traffic Signals, to supersede AS 1742.11—1999. 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 devices 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: Service and tourist signs for motorists
- 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 (this Standard)
- 1742.12 Part 12: Bus, transit, tram and truck lanes
- 1742.13 Part 13: Local area traffic management
- 1742.14 Part 14: Traffic signals
- 1742.15 Part 15: Direction signs, information signs and route numbering

This edition provides a general update to the 1999 edition, taking account of the revised fonts in AS 1744:2015, *Standard alphabets for road signs*, and relevant aspects of the Australian Road Rules.

The relationship between Australian Standards and publications produced by Austroads should be noted. Australian Standards provide specifications and procedures that ensure that products and services are safe and reliable, and consistently perform the way they are intended. Austroads provides guidance documents that deal with the design, construction maintenance and operation of the road network. Austroads documents are also used by road authorities in New Zealand.

In cases of similar subject matter, this is dealt with across both sets of documents. Where this occurs, each document aims to provide information that is consistent, complimentary and supportive of the other.

The terms ‘normative’ and ‘informative’ have been used in this Standard to define the application of the appendix 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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STANDARDS AUSTRALIA

Australian Standard

Manual of uniform traffic control devices

Part 11: Parking controls

SECTION 1 SCOPE AND GENERAL

1.1 SCOPE

This Standard 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.

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
1742.6	Part 6: Service and tourist signs for motorists
1743	Road signs—Specifications
2890	Parking facilities
2890.3	Part 3: Bicycle parking facilities
2890.5	Part 5: On-street parking
AS/NZS	
1906	Retroreflective materials and devices for road traffic control purposes
1906.1	Part 1: Retroreflective materials
Austroads	
AGTM05-14	Guide to traffic management
	Part 5: Road management
National Transport Commission	
Road Rules	The Australian Road Rules, as implemented in each state and territory through Regulations or Acts of Parliament

1.3 DEFINITIONS

For the purpose of this Standard, the definitions below apply.

1.3.1 Area parking control sign

The type of sign used to delineate an area where parking control is by means of area signposting, i.e. by signposting the entries and exits rather than by signposting individual lengths of kerb with linear parking control signs. (See Section 5.)

1.3.2 Clearway

A continuous length of roadway along which stopping is restricted and along which special enforcement provisions may apply.

1.3.3 Duration

The length of time in minutes or hours a vehicle is permitted to be parked in a parking area.

1.3.4 Linear parking control sign

One or more Parking, Zone, No-stopping, No-parking or Clearway panels displayed together to control parking along individual lengths of kerb, or in the centre of the road, or at similar locations. (See Figure 1.1.)

1.3.5 May

Indicates the existence of an option.

1.3.6 No parking

A requirement similar to 'no-stopping' except that stops for short periods are permitted for the purpose of taking up or setting down passengers or goods.

1.3.7 No stopping

A requirement that a vehicle may not be stopped or allowed to remain stationary except when necessary to avoid conflict with other traffic or to comply with the directions of a member of the police force or a traffic control sign or signal.

1.3.8 Panel

One complete unit of parking control information relating to one section of roadway, containing one symbol indicating the type of control, one arrow, and any other necessary panel components. It is further defined as follows:

- (a) *Narrow panel*—a panel nominally 225 mm wide.
- (b) *Wide panel*—a panel nominally 450 mm wide.

A linear parking control sign comprises one or more panels.

1.3.9 Panel component

Individual pieces of information or symbols which may be combined on a panel as follows:

- (a) The type of control (indicated by a symbol or symbol and words).
- (b) Times of operation, if to be specified.
- (c) A user limitation, if any.
- (d) A one-way or two-way arrow.

1.3.10 Shall

Indicates that a statement is mandatory.

1.3.11 Should

Indicates a recommendation.

1.3.12 Time of operation

The clock time within a day, the days of the week or other times during which a panel applies.

1.3.13 Verge

Nature strip, or if there is no nature strip, the part of the footpath that is not required for the movement of permitted path users.

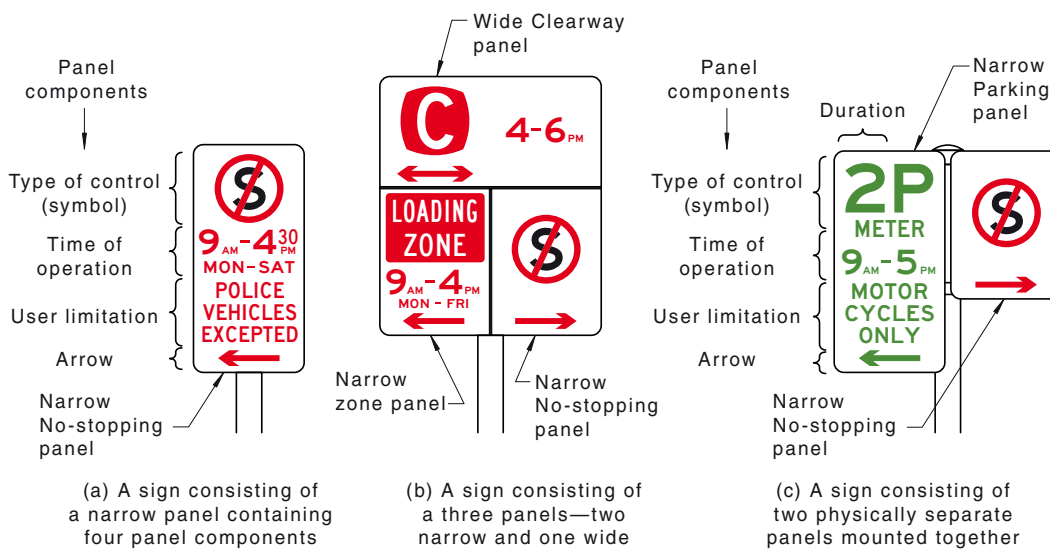


FIGURE 1.1 EXAMPLES OF LINEAR PARKING CONTROL SIGNS

1.4 ILLUMINATION AND REFLECTORIZATION OF SIGNS

Signs which apply at night or both day and night shall be illuminated or reflectorized in accordance with Appendix A.

1.5 INSTALLATION OF SIGNS

Signs shall be installed and orientated in accordance with Appendix B.

SECTION 2 REGULATORY CONTROL AND ROAD RULES

2.1 REGULATORY CONTROL

The regulatory control of parking is exercised in one of the following ways:

- (a) *By Road Rules* Certain locations at which stopping or parking are either permitted or prohibited are prescribed in the Road Rules. These requirements can be reinforced by linear parking control signs, e.g. provision of No-stopping signs in the vicinity of a school crossing.
- (b) *By signposting* Control at any location may be exercised by use of either linear or area parking control signs. In the former case the control is applied to specific lengths of kerb or roadway edge, and in the latter, to an area such as a car park or a defined network of streets. Linear parking control signs may also be used either to override statutory requirements or to modify area control requirements at specific kerbside locations.
- (c) *By pavement markings* Control may be exercised by use of pavement markings in the form of a longitudinal line adjacent to the kerb or roadway edge to indicate a permanent stopping prohibition. Such a usage needs to be supported by the Road Rules.

NOTE: Road Rules applying in each state and territory prohibit the stopping of vehicles at various types of location, generally to assist the safe and efficient operation of the road. Signs are used to advise of these restrictions only where the absence of signs is likely to lead to misunderstanding. Elsewhere, unrestricted parking or stopping is generally permitted and the Road Rules generally require parking control signs or area parking control signs to be erected if parking or stopping restrictions are to apply. Pavement markings may be used to complement the Road Rules and signs, and to allow the proper management of parking areas.

2.2 CONFORMITY WITH ROAD RULES

The requirements of this Standard have been set to conform as far as practicable with Road Rules in force in states and territories. Users are advised to ensure that signs and devices conforming to this Standard will meet local regulatory requirements. Checks may be needed on—

- (a) sign content and layout;
- (b) abbreviations used on signs; and
- (c) symbols.

SECTION 3 LINEAR PARKING CONTROL SIGNS

3.1 GENERAL REQUIREMENTS

The requirements of this Standard in respect of linear parking control signs are designed to minimize the amount of wording used consistent with the need for comprehension and conspicuity. General requirements and recommendations are as follows:

- (a) Each linear parking control sign shall comprise one or more rectangular panels, each panel in a multi-panel group indicating a different regulatory requirement according to time of day or week, direction along the kerb, class of vehicle or driver, or a combination of these. No sign should incorporate more than four panels.
- (b) To distinguish them from area parking control signs, linear parking control signs other than start and END Clearway signs shall have no border.
- (c) Every panel shall have a horizontal arrow, single- or double-headed, with each sign so placed that each arrow head points either to an intersection, a dead end or another sign which shall include a panel or panels with identical information and arrow head pointing back to the first sign.
- (d) It is not essential that the whole of each sign be fully legible from a moving vehicle.

However, the panel designs and component sizes permit the different panel types (see Clause 3.2) to be clearly identified. These sizes shall not be reduced. Panel sizes shall not be smaller than as set out in Clause 3.5. The use of additional wording is not encouraged. However, where this is necessary, simple wording and recognizable abbreviations in a size of legend consistent with other legend on the sign, or legend with a similar purpose specified for other signs, should be used to maintain legibility distance.

- (e) Where panels relate to specific periods only, the times of operation shall be stated on the panels. Where the method of parking is other than parallel parking, or where a fee is payable, the method of parking or payment shall be stated on the panel unless the Road Rules permit them to be omitted.
- (f) Where parking is restricted to certain vehicles or certain classes of vehicle or where certain vehicles are excepted from the requirements, these user limitations shall be stated on the panel.
- (g) Linear parking control signs that apply at night or both day and night shall be illuminated or reflectorized in accordance with Appendix A.

3.2 BASIC DESIGN, COLOUR AND SIGN NUMBERING

Linear parking control signs shall have a white background and no border. The colours used for legends depend on the type of control in each panel. Signs permitting parking shall have green legend, and those restricting or prohibiting parking or stopping shall have red legend with the symbol P or S in black (see Figure 1.1). Blue shall be used for the 'disabled' symbol.

Colours used for signs shall be as follows:

- (a) *Reflectorized signs* Retroreflective colours shall be as defined and shall fall within the relevant colour space specified in AS/NZS 1906.1.
- (b) *Non-reflectorized signs* Colours shall be those specified in AS 1743 for Green, Red and Blue.

Alternatively, colours lying within the CIE chromaticity and luminance factor limits specified in AS/NZS 1906.1 for the daylight colour of a retroreflective material of the corresponding colour designation, and 'Green (NZ)' in the case of the colour green.

Where a sign consists of two or more adjacent panels on one plate, they shall be separated by a 5 mm wide line, either red or black, except where a sign has only parking panels, in which case green separation lines may be used. All separation lines on one sign shall be the same colour. Physically separate panels do not require a separation line.

The basic designs of the five different types of parking control panel are shown in Table 3.1 (in narrow panel format). Design details are given in Clauses 3.3, 3.4 and 3.5.

Sign numbers in the R5 Series are assigned to individual sign panels in accordance with the type of control the panel indicates. Each number therefore covers a broad category of panels in a particular control type, within which there will be variation in respect of times of operation, methods of control, user limitations and the like. The sign numbers are listed in Table 3.2.

TABLE 3.1
BASIC DESIGN OF LINEAR PARKING CONTROL PANELS

Type of control	Use	Design specification	
Parking	To indicate that parking is permitted on a section of roadway and where necessary, to indicate the duration. [See Clause 3.3.2(a) for ways in which to indicate parking duration, and Clauses 3.3.3, 3.3.4 and 3.3.5 for details of other legends]		• May be either narrow or wide panel • White background • Green legend • No border
Zone	To indicate a section of roadway reserved exclusively for the stopping or parking of particular vehicles. [See Clause 3.3.2(b) for details of various zone types, and Clauses 3.3.3, 3.3.4 and 3.3.5 for details of other legends]		• May be either narrow or wide panel • White background • Red zone block with white legend • Arrow and any other legend, red • No border
No-stopping	To indicate a section of roadway where the stopping of vehicles is prohibited. [See Clauses 3.3.2(c), 3.3.3, 3.3.4 and 3.3.5 for details of other legends]		• May be either narrow or wide panel • White background • Red annulus and slash, with black S • Arrow and any other legend, red • No border
No-parking	To indicate a section of roadway where the parking of vehicles is prohibited. [See Clauses 3.3.2(c), 3.3.3, 3.3.4 and 3.3.5 for details of other legends]		• May be either narrow or wide panel • White background • Red annulus and slash, with black P • Arrow and any other legend, red • No border
Clearway	To indicate a length of roadway which is a clearway where stopping of vehicles is prohibited. [See Clauses 3.3.2(c), 3.3.3, 3.3.4 and 3.3.5 for details of other legends, and Clause 4.3 for details of other clearway signs]		• May be either narrow or wide panel • White background • Red shield with white C • Arrow and any other legend, red • No border

TABLE 3.2
SIGN NUMBERS FOR LINEAR PARKING
CONTROL PANELS

Type of control		Sign number
<i>Parking:</i>		
(a) Whole hours		
	1 P	R5-1
	2 P	R5-2
	3 P	R5-3
	4 P	R5-4
	5 P	R5-5
	6 P	R5-6
	7 P	R5-7
	8 P	R5-8
	P No duration stated	R5-10
(b) Part of hours		
	P 2 minute	R5-12
	P 5 minute	R5-13
	P 10 minute	R5-14
	$\frac{1}{4}$ P	R5-15
	$\frac{1}{2}$ P	R5-16
	$1\frac{1}{2}$ P	R5-17
<i>Zone:</i>		
	Bus zone	R5-20
	Taxi zone	R5-21
	Permit zone	R5-22
	Loading zone	R5-23
	Truck zone	R5-24
	Works zone	R5-25
	Mail zone	R5-26
<i>No-stopping:</i>		
	No-stopping (at any time)	R5-35
	No-stopping (specific times of operation)	R5-36
<i>No-parking:</i>		
	No-parking (at any time)	R5-40
	No-parking (specific times of operation)	R5-41
<i>Clearway:</i>		
	Clearway (at all times)	R5-45
	Clearway (specific times of operation)	R5-46

3.3 PANEL COMPONENTS

3.3.1 General

Linear parking control panels shall comprise two or more panel components as specified below. Every parking control panel shall have at least a control component (see Clause 3.3.2) and an arrow component (see Clause 3.3.5) indicating the direction in which the control applies. Where a control applies between certain hours or a user limitation applies, the components specified in Clauses 3.3.3 and 3.3.4 shall be included as appropriate.

Dimensions of panel components including letter heights, letter series, symbols and spacings shall be as set out in Appendix C.

NOTES:

- 1 Use of smaller symbols, shorter or narrower legend, or alternative fonts reduces legibility. Use of untested symbols or excessive wording reduces sign comprehension.
- 2 Examples of the design procedure for parking control panels and signs are given in Appendix D.

3.3.2 Type of control

Panel components indicating the type of control shall be limited to one only of any of the options given in this Clause on any one panel. The options are as follows:

- (a) *Parking* The parking symbol shall consist of the letter P plus a parking duration code where applicable. The duration codes shall be limited to the following:
 - (i) *Integers of hours* (1P, 2P, 3P. . .) Any integer may be used.
 - (ii) *Fractions of hours* Only the following shall be used: ¼P, ½P, 1½P.
 - (iii) *Minutes* Only the following shall be used: P 2 MINUTE, P 5 MINUTE, P 10 MINUTE.

Examples are shown in Figure 3.1. The letter P alone shall be used to indicate that parking is permitted and is not restricted in duration.



FIGURE 3.1 EXAMPLES OF PARKING SYMBOLS

Where it is necessary to indicate on the panel the method of parking or method of paying a fee, suitable legend such as the following shall be included immediately below the symbol:

- (A) *Method of parking* ANGLE, REAR IN, CENTRE, PARALLEL.
- (B) *Method of payment* METER, TICKET.

Reference should also be made to Paragraph C3.3 of Appendix C.

- (b) *Special purpose zone* The zone symbol (see Figure 3.2) shall consist of a rectangular component indicating the type of vehicle permitted to stop in the zone. Zone panels shall be limited to the following and used as indicated:
- (i) **BUS ZONE**—to define the length of a bus stop*.
 - (ii) **TAXI ZONE**—to define the length of a taxi rank.
 - (iii) **PERMIT ZONE**—to define a length of road where only vehicles with parking permits are allowed to stop or park.
 - (iv) **LOADING ZONE**—to define a loading zone for vehicles authorized by a law of the jurisdiction to stop or park in such a zone.
 - (v) **TRUCK ZONE**—to define a loading zone for vehicles (generally trucks) authorized by a law of the jurisdiction to stop or park in such a zone.
 - (vi) **WORKS ZONE**—to define a length of road outside a works site, reserved for construction vehicles.
 - (vii) **MAIL ZONE**—to define a length of road adjacent to postal facilities reserved for mail vehicles.



FIGURE 3.2 EXAMPLES OF ZONE SYMBOLS

- (c) *No-stopping, No-parking and Clearway* The symbols used to indicate where vehicles are not permitted to stop or park or where clearway restrictions apply are shown in Figure 3.3.



(a) No-stopping

(b) No-parking

(c) Clearway

FIGURE 3.3 SYMBOLS FOR RESTRICTING STOPPING AND PARKING

Where it is required to indicate a ‘tow-away’ zone, 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 3.4.

The application of ‘tow-away’ zones to clearways is described in Clause 4.3.

* If required, a ‘Minibus zone’ should be created by using BUS ZONE signs with the user limitation MINIBUS.



FIGURE 3.4 EXAMPLES OF SIGNS INDICATING TOW-AWAY ZONES

3.3.3 Times of operation

No times shall be indicated on a panel when the type of parking control applies at all times. Similarly, where times of operation are identical every day, no days shall be indicated on the panel and where the panel applies all day, no hours of operation shall be indicated. In all other cases, the times of operation shall be fully indicated on the panel. Dimensions for times of operation legend are specified in Paragraph C2.3. More detail on the expression of times of operation on signs is given in Paragraph C3.2. The following is a summary of requirements:

- (a) *Abbreviations for days and months* The following standard abbreviations shall be used:

Days of the week: MON, TUE, WED, THU, FRI, SAT, SUN

Months: JAN, FEB, MAR, APR, MAY, JUN, JUL, AUG, SEP, OCT, NOV, DEC.
In addition, it may be convenient to use abbreviations such as those listed in the Road Rules

- (b) *Display of times and days* The method of showing hours and days of operation on panels shall be as follows. Colour shall be green on linear parking signs, red on all other linear signs and black on area parking control signs.

- (i) Whole hours shall be shown as follows (but also see Item (v) below):

8_{AM}

2_{PM}

- (ii) Parts of hours shall be limited to 15, 30 and 45 minutes past the hour and shall be shown as follows (but also see Item (v) below):

8³⁰_{AM}

- (iii) Where the hours of operation are the same every day Monday to Friday but not on other days (e.g. see both panels in Figure D3, Appendix D), the days shall be shown in 20 mm letters as follows:

MON - FRI

Saturday shall be shown on such panels, if applicable, as SAT in 20 mm letters.

- (iv) Where the conditions of Item (iii) do not apply, days shall be shown in larger letters (27 mm) to emphasize that the day periods are different from what might be expected on the sign, as follows:

MON & WED SAT MON - SAT

- (v) A period which begins and ends either in the morning or after midday shall be shown as follows:

7 - 9_{AM} 4 - 6_{PM}

AM and PM shall only be shown once in each of these cases.

- (vi) A period beginning in the morning and ending after midday shall be shown as follows:

10³⁰_{AM} - 4_{PM}

- (vii) Noon shall be shown thus:

**12
NOON**

- (viii) Midnight shall be shown thus:

**MID
NIGHT**

This designation should not be used unless defined in a law of the jurisdiction.

- (ix) Where one or more panels on a sign apply to a common section of roadway and an additional panel is to apply at all other times, the time shall be shown thus:

**ALL
OTHER
TIMES**

**ALL OTHER
TIMES**

To avoid complicated combinations of times in situations such as a no-stopping restriction in the vicinity of a children's crossing where 2 hour parking is to be permitted outside the children's crossing times, the parking panel may have a legend of the type '2P OTHER TIMES WITHIN 7AM-5PM'. See also Clause 4.3.3 for use of the legend 'ALL OTHER TIMES' in conjunction with No-stopping signs on part-time clearways.

- (x) Where a panel indicates two time periods within a single day or a common group of days, they shall be shown thus:

6³⁰-9³⁰_{AM}
3³⁰-6³⁰_{PM}
MON - FRI

- (xi) Where different times apply on two separate days or groups of days, they shall be shown thus:

9_{AM}-5³⁰_{PM}
MON - FRI
9_{AM}-12_{NOON}
SAT

- (xii) The use of three different time periods on three separate days or groups of days shall not be permitted unless the sign is a single panel sign or a double panel sign with the other panel applying to a different section of road. The use of more than three different time periods on more than three separate days or groups of days shall not be permitted at all.
- (xiii) Steps shall be taken to ensure that unexpected time periods such as the following do not confuse road users:
- (A) All-night restrictions shall not be shown as 6 PM–6 AM, for example, but as 6 PM–MIDNIGHT and MIDNIGHT–6 AM. Also see Paragraph C3.2, Item (e).
 - (B) Since the period 7AM–9PM may be misread as 7 AM–9 AM, it shall be shown as 7 AM–12 NOON and 12 NOON–9 PM.

3.3.4 User limitations

Where a panel applies exclusively to a particular vehicle or type of vehicle, or where such vehicles are excepted, this shall be indicated on the panel as follows, unless covered by a law of the jurisdiction:

- (a) *On parking panels* Limitations are indicated as follows:
- (i) *Vehicle type limitation* A parking area reserved for a particular type of vehicle shall be indicated by using appropriate words or symbols together with the word 'ONLY'. Examples are shown in Figure 3.5.

'ONLY' shall be green, except where used with the 'wheelchair' international symbol of access, where it is blue.



FIGURE 3.5 EXAMPLES OF USER LIMITATIONS ON PARKING PANELS

- (ii) *Parking position limitation* Where parking is required to take place clear of the roadway on a verge, nature strip or wide footpath but not in a marked parking bay, the words ON VERGE ONLY shall be placed on the parking panel.
- (iii) *Exceptions* Where a particular group of vehicles (e.g. those belonging to local residents) is excepted from the time limit restrictions on a parking panel, the exemption shall not be indicated on the panel.

In the case of a resident permit area, to assist enforcement officers or new residents, the words 'PARKING PERMIT AREA', 'RESIDENT PERMIT AREA' or similar, possibly with an area number or code, may be shown below the panel or sign. Where shown, this information should be placed on a separate panel or a separate plate mounted below the sign or on an adhesive label or similar, affixed to the sign post. Methods of displaying this information are shown in Figure 3.6.

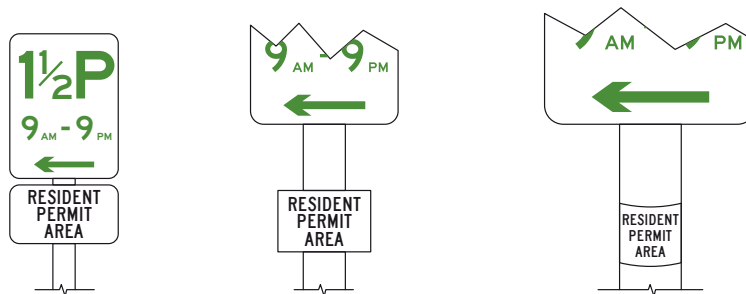


FIGURE 3.6 PERMIT AREA PLATES AND LABELS

- (b) *On Zone panels* The Zone component in a zone panel shall be used to specify the required user limitation. As the need for further limitations to be specified in a legend outside the Zone block will be limited, such legends should only be used to specify a particular group of users where confusion or operational problems would otherwise occur. Examples are shown in Figure 3.7. The word 'ONLY' shall not be used.

The time limit for stopping may also be shown below the zone symbol in the form shown in Figure 3.7(c). The limit should be in accordance with the Road Rules or a law of the jurisdiction. In the absence of laws to the contrary, the limit shown shall be restricted to 15, 20 and 30 minutes, and whole numbers of hours.

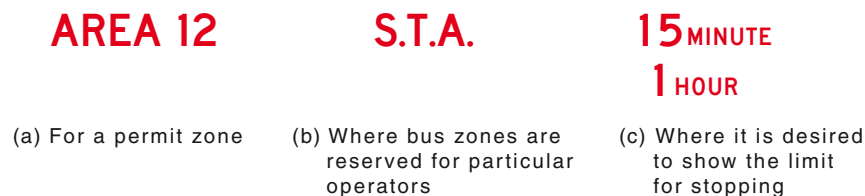


FIGURE 3.7 EXAMPLES OF USER LIMITATIONS ON ZONE PANELS

- (c) *On No-stopping, No-parking and Clearway panels* Limitations are applied as follows:
- (i) *Exceptions* Where any of these restrictions is not to apply to a particular vehicle or type of vehicle, or where it is desired to limit stopping or parking to a particular vehicle or type of vehicle not covered by zone panels, the limitation may be specified in a legend. The exception shall consist of one or more lines of legend followed by the word 'EXCEPTED'. An example is shown in Figure 3.8(a). It is not usual to except vehicles in clearways unless they are permitted to park in indented bays clear of the clearway lane.
 - (ii) *Prohibited parking positions* Where any of these restrictions is to apply to a particular position or location not on a roadway, e.g. to prohibit parking on the verge, a legend of the type ON VERGE [see Figure 3.8(b)] shall be shown on the sign.

**POLICE
VEHICLES
EXCEPTED**

**ON
VERGE**

(a) Exception

(b) Prohibited parking position

FIGURE 3.8 EXAMPLES OF USER LIMITATIONS ON NO-STOPPING AND NO-PARKING PANELS

- (d) *Qualifying terms* The qualifying terms which are to be used with each of the user limitations in Items (a), (b) and (c) are summarized as follows:
- (i) *Parking panels*—
 - (A) Vehicle type limitation or parking position limitation—ONLY shall be used (EXCEPTED shall not be used).
 - (B) Exceptions—no qualifier at all shall be shown on the panel. Any exception information shall be on a separate panel or sign.
 - (ii) *Zone panels*—Legends further describing a particular group of users may be used but neither EXCEPTED nor ONLY shall be used on these panels.
 - (iii) *No-stopping, No-parking panels*—EXCEPTED shall be used for vehicle exceptions (ONLY shall not be used).
 - (iv) *Clearway panels*—Qualifiers shall not be used unless parking is to be permitted in indented bays clear of the clearway lane.

3.3.5 Arrows

Every panel shall have a single or double arrow indicating the direction(s) in which the panel applies.

3.4 SIGN LAYOUT

3.4.1 Panel layout and component dimensions

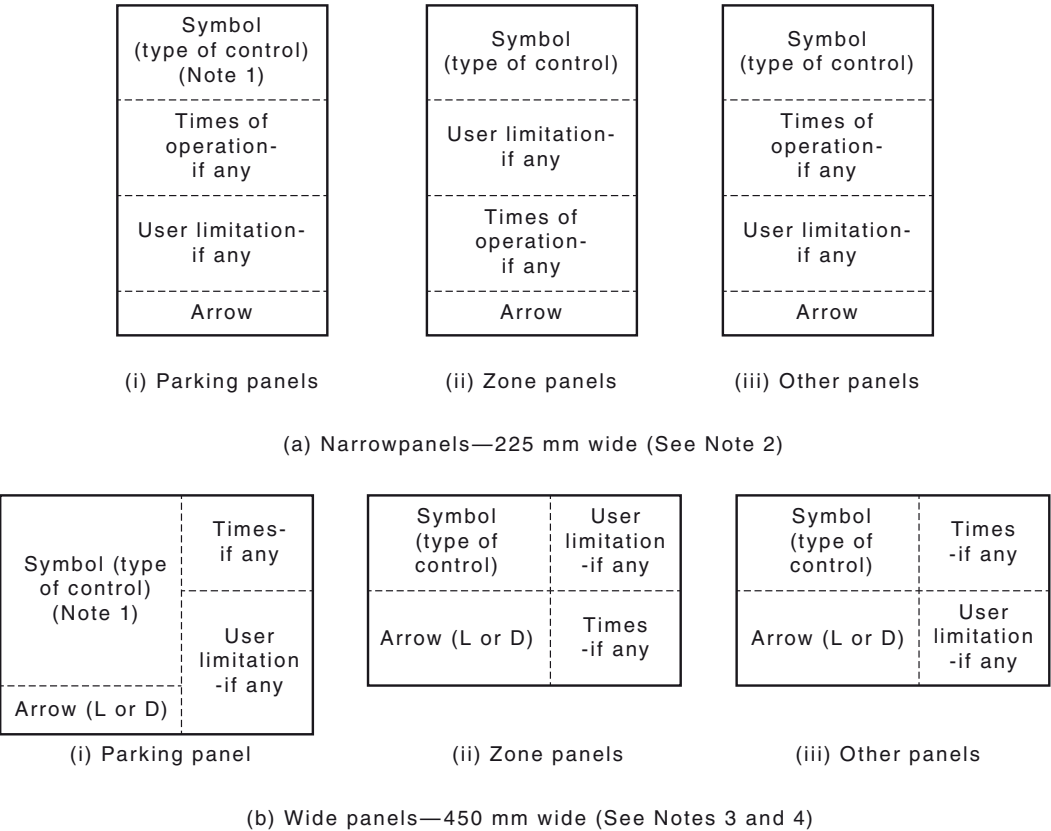
The following requirements and recommendations apply to the layout of panels and the dimensions of components:

- (a) Panels shall be either narrow ('portrait' format) or wide ('landscape' format).
- (b) Where a sign consists of either a single panel or two panels separately applying to adjacent sections of kerbside, the panels should be narrow. In other cases wide panels or combinations of narrow and wide panels may be required.
- (c) The arrow and type of control on a wide panel shall always be on the side of the panel to which the arrow points if it is a one-way arrow, or on the left side if it is a two-way arrow. On a wide two-way No-stopping at all times panel without any user limitation, both the type of control symbol and the arrow may be centred on the panel.
- (d) The type of control shall always be at the top of the panel and the remaining components placed in an order which will not create any ambiguity, e.g. whether vehicle types are included or excluded at a particular time.
- (e) The layout of the panel components within each panel shall be as shown in Figure 3.9.

Effort should be made to avoid additional wording. Narrow panels may be made deeper if additional wording is necessary. In the case of wide panels, the broad principles in Figure 3.9 should be followed, although the location within the panel of some components may need to vary.

The dimensions of the panel components and the spacing between them are shown in Appendix C.

- (f) Every line of text or symbol in a narrow panel shall be centred across the panel. On wide panels information within each half should have a common vertical centre-line. Generally, where spacing is greater than the minimum, the top clearance space shall be less than other variable spaces. In all cases the whole panel should have a balanced appearance.



- NOTES:
- 1 The type of control may include the method of parking or method of payment. Where either method is to be specified, it is normally shown in words immediately below the symbol. If there is no user limitation or times of operation to be specified, the method of parking or method of payment, if specified, may be located on the other half of a wide panel. See Clause 3.3.2(c) for the location of the legend TOW AWAY.
 - 2 The locations of the user-limitation component have been chosen to minimize ambiguity.
 - 3 Elements in each half of wide panels should be spaced to provide visual balance.
 - 4 A mirror image layout of the wide panels is used when a right-hand arrow is required.

FIGURE 3.9 LAYOUT OF PARKING CONTROL PANELS

3.4.2 Arrangement of panels on a sign

When choosing the appropriate combination of narrow and wide panels and deciding their arrangement on a sign, the following requirements and recommendations apply:

- (a) A sign incorporating a panel in which the control applies in one direction only shall be arranged so that the arrowhead is on the edge of the sign in the direction it indicates.
- (b) A panel with a double-headed arrow shall extend across the full width of the sign.
- (c) Where a sign incorporates one parking panel and one other type of panel applying in the same direction, the parking panel should be below the other panel. Generally, a clearway or peak period No-stopping panel should be at the top of a sign.
- (d) Otherwise where a sign incorporates two or more parking panels or two or more other types of panels applying in the same direction, the panels should be located in chronological order, down the sign.
- (e) A wide panel shall not have another panel beside it.