



Supplement to AS 1742.11:1999
Manual of uniform traffic control devices

Part 11: Parking controls

OCTOBER 2015

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1. Introduction

1.1 General

All road agencies across Australia are working towards greater consistency between States/Territories in how road networks are managed. In order to achieve this, the Austroads Guide to Traffic Management and Australian Standards relating to traffic management have been adopted to assist in providing that level of consistency and harmonisation across all jurisdictions. This agreement means that these Austroads Guides and the Australian Standards are the primary technical references.

Australian Standards AS 1742.11:1999 - *Manual of uniform traffic control devices – Part 11: Parking controls* is a nationally agreed standards document outlining the use of traffic control devices on the road network and has been adopted by all jurisdictions, including VicRoads.

All jurisdictions will be developing their own supplement to clearly identify where its practices currently differ and to provide additional guidance to that contained within AS 1742.11:1999. This document is the VicRoads supplement and shall be read in conjunction with AS 1742.11:1999.

1.2 How to Use this Supplement

There are two key parts to this document:

- **Classification of Supplement Information:** this table classifies supplement information as a Departure, Additional Information or both. This information assists with identifying its hierarchy in relation to the Australian Standard.
- **Details of Supplement Information:** this section provides the details of the supplement information.
 - **Departures:** where VicRoads practices differ from the guidance in the Australian Standard. Where this occurs, these differences or 'Departures' will be highlighted in a box. The information inside the box **takes precedence** over the Australian Standard clause. The Australian Standard clause is not applicable in these instances.
 - **Additional Information:** all information not identified as a departure provides further guidance to the Australian Standard and is read and applied **in conjunction** with the Australian Standard clause.

Where a clause does not appear in the body of this supplement, the Australian Standard requirements are followed.

2. Classification of Supplement information

The classification of each clause as a Departure, Additional Information or both is shown in the table below.

Clause	Classification
2.1	Additional Information
2.2	Additional Information
7.3	Additional Information
Appendix E	Additional Information
Attachment A	Additional Information

Australian Standard requirements are followed for clauses not shown in this table.

3. Details of Supplement Information

Clause 2.1 – REGULATORY CONTROL

See Attachment A1, Section 1 for a list of the permitted types of parking control signs.

Unlike other regulatory signs which typically have a fixed sign face legend, parking control sign legend varies with the varying times and user limitations required. Parking control signs have a number of components. The order, layout and size of these components are specified in AS 1742.11:1999 and must be followed if the signs are to comply with the requirement of Regulation 18 of *Road Safety (Traffic Management) Regulation 2009*.

Parking controls can be either:

Linear control of parking using the following signs placed along a road:

- Parking
- No Parking
- No Stopping
- Zone (such as Bus, Loading, Permit, Taxi)
- Clearway.

Area control of parking using “entry to” and “exit from” signs to define a:

- Parking Area
- No Parking Area
- No Stopping Area.

Clause 2.2 – CONFORMITY WITH REGULATIONS

Regulation 18 of *Road Safety (Traffic Management) Regulation 2009* requires that parking control signs erected in Victoria must conform with the requirements of AS 1742.11:1999. Anyone designing or installing parking control signs and parking schemes should make themselves familiar with the contents of this Standard.

Regulation 8(1) of the *Road Safety (Traffic Management) Regulations 2009* provides VicRoads with the power to erect, display, place, remove or alter a traffic control device (including stopping and parking signs) on a freeway. VicRoads does not have authority over signs for the control of stopping or parking on an arterial road other than to implement or alter Clearways under Regulation 8(3) and in accordance with the *Road Management Act 2004 Code of Practice for Clearways on Arterial Roads*.

Regulation 10 of the *Road Safety (Traffic Management) Regulations 2009* describes the powers and obligations of Councils with respect to traffic control devices for the control of stopping or parking.

Part 12 of the *Road Safety Road Rules 2009* deals with the stopping and parking of vehicles. Divisions 3 to 6 of Part 12 specify the prohibited stopping places. Note that a prohibition on stopping also prohibits parking. Parking control signs, other than those listed below as Major Traffic Control Devices are Minor Traffic Control Devices.

Major Traffic Control Devices

Subject to the consideration of safety and traffic flow, parking may be permitted within areas where prohibitions under Part 12 of the *Road Safety Road Rules 2009* apply. In such cases the parking signs become Major Traffic Control Devices (MTCDs). These parking sign MTCDs may be delegated to a municipal council to erect on certain roads subject to VicRoads guidelines being followed or, in some cases, only VicRoads may consent to the erection of these parking signs (Refer to Traffic Engineering Manual Vol. 3, Part 2.2 – Authorisation of Traffic Control Devices).

The following types of parking control signs are MTCDs as set out in Schedule 1 of the *Road Safety (Traffic Management) Regulations 2009*:

- A CLEARWAY sign (R5-50)
- An END Clearway sign (R5-51)
- A parking sign (or bay) permitting or directing parking on the right side of a one way carriageway within a two way highway
- A parking sign (or bay) permitting or directing angle parking or parking at or near the centre of a road
- A parking sign (or bay) permitting or directing 'rear-in' parking (this is currently not permitted in Victoria)
- A parking sign (or bay) permitting or directing parking or stopping, or a no parking sign permitting vehicles to stop (stand), but not park at a place where parking or stopping would otherwise be prohibited by the Road Rules. Such places include:
 - at an unsignalised intersection, within 10 m on the approach and departure side of the kerb or outer edge of shoulder of an intersecting road, except at the top of a T intersection (Rule 170(3b))
 - at a signalised intersection, within 20 m on the approach and departure side of the kerb (or outer edge of shoulder) of an intersecting road (Rule 170(2))
 - at an unsignalised children or pedestrian crossing, within 20 m of the walking limit of the crossing (e.g. walk lines) on the approach side and 10 m of the walking limit on the departure side (Rules 171 & 172)
 - at a signalised pedestrian or bicycle crossing, within 10 m of the signal pedestal on the approach side, and within 3 m of the nearest crossing line on the departure side (Rules 173 & 174)
 - at a safety zone: next to or within 10 m of the approach and departure side (Rule 190(1))
 - at a level crossing (for train or tram): next to or within 20 m of the nearest rail or track on the approach and departure side (Rule 175).

For advice about which of these MTCDs require VicRoads approval for their installation, modification or removal and for which of them this approval is delegated to Councils on certain roads, refer to Traffic Engineering Manual Vol. 3, Part 2.2 – Authorisation of Traffic Control Devices).

Clause 7.3 OTHER PAVEMENT MARKINGS

Parking for People with Disabilities

The "People with Disabilities" symbol in Figure 1 may be used to define parking bays for use by people who have disabilities. It may be used instead of, or to supplement, a permissive parking sign under Road Rule 203.

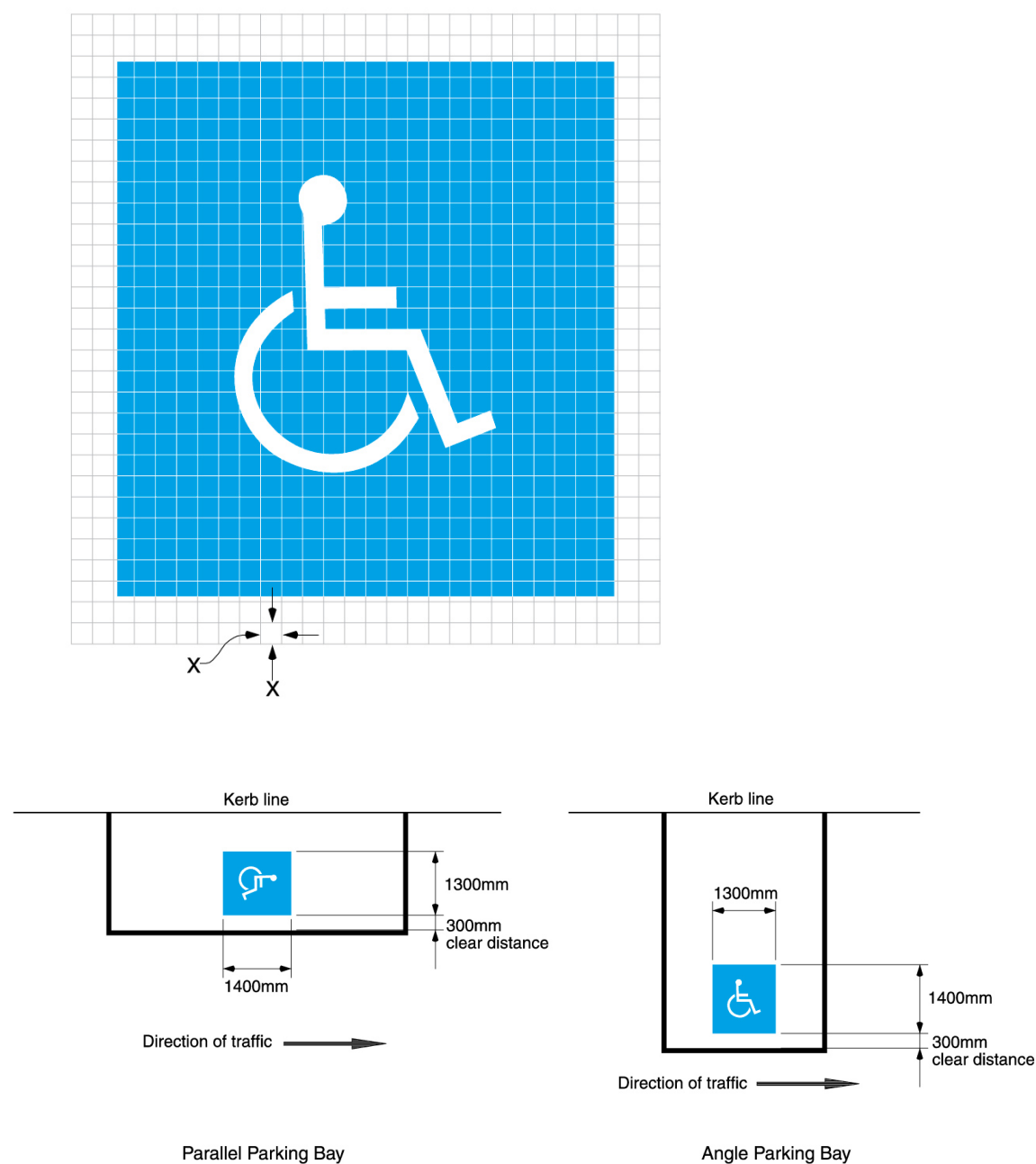


Figure 1: "PEOPLE WITH DISABILITIES" symbol

Notes to Figure 1:

1. Symbol to be white (800 mm high x 690 mm wide) on a blue background, AS Colour B51 Periwinkle, (1400 mm high x 1300 mm wide), and is to be centred and positioned as shown above.
2. X = 55 mm for Minimum height, H = 800 mm (See AS 1742.11:1999, Clause 7.3).
3. Parking bay outline shall be white

APPENDIX E – Guidelines for the use and placement of area control parking signs

See Attachment A in this Supplement for additional advice on how to implement Area parking control schemes so they comply with AS 1742.11.

ATTACHMENT A – Guidelines for the Signing of Off-Street and On-Street Area Parking Control Schemes

The information in this attachment is updated from VicRoads Guidelines for the Signing of Off-street and On-street Area Parking Control Schemes, published in August 1999.

1. Introduction

These guidelines have been prepared for use by local government and traffic consultants in preparing and administering area parking control schemes. Parking on streets and in other equivalent off-street areas is controlled by the provisions of the Road Safety Road Rules 2009, (referred to below as 'the Road Rules').

These rules require parking controls to be effected by either:

- a regulation (e.g. parking is prohibited near intersections, school crossings, etc. by specific clauses in the Road Rules), or
- signs, which must comply with the requirements of the Part 12 of the Road Rules, and other regulations.

In addition, stopping is prohibited adjacent to a continuous yellow line marked near the edge of the road.

As set out in Regulation 18 of the Road Safety (Traffic Management) Regulations 2009, parking control signs in Victoria must conform with Australian Standard 1742.11.

2. Linear Parking Control and Area Parking Control

As set out in AS 1742.11, signs may be either 'linear' signs (i.e. the traditional style of signing along lengths of road, or lengths of parking bays, with an arrow on each sign), or may be 'area' signs. Area signing requires an entry sign at each entry point and an 'end' sign at each exit point from the area. Some types of areas are not suitable for area signing and linear signs must be used in these areas (see Section 6). In large areas where area parking control signs are appropriate, reminder signs must be installed within the area (see Section 5 for details).

Linear Parking Control Signs (containing an arrow) are limited to the following types:

- Parking
- No Parking
- No Stopping (previously using the term 'No Standing')
- Zone (there are only seven permitted types of Zone: Bus, Loading, Mail, Permit, Taxi, Truck and Works)
- Clearway (which must be supplemented by CLEARWAY R5-50 and R5-51 signs). Tow away signs (R5-39) are included where tow away provisions are applied (see VicRoads Supplement to Austroads Guide to Traffic Management, Part 11 Parking)

Area Parking Control Signs (signs at each entry to and exit from an area) are limited to the following types:

- Parking Area
- No Parking Area
- No Stopping Area (previously using the term 'No Standing Area')

Note: It is not legally possible to have, for example, a 'Zone Area' or a 'Clearway Area'.



Within an area covered by area parking controls, exceptions can be made to the general area restriction by signing specific lengths of road or lengths of bays with different linear signs, but there are specific requirements on how this must be done (see Section 5 on Sign Locations and Numbers).

3. Deciding on the Boundary of a Parking Control Area

When using area parking control signs, the area is defined by its boundary. At locations where streets (or other types of vehicle access routes in off-street areas) cross the boundary:

- an entry sign is required at each entry point to the area, and
- an end sign is required at each exit from the area

For enforcement to be effective, every entry and exit to the area must be signed. Otherwise, drivers can enter or leave the area without being advised that parking restrictions apply.

Note: 'Entry point' and 'exit point' means every vehicular access point which the public might reasonably be expected to use. It does not, for example, include private driveways not generally open to the public.

The boundary selected for an Area Parking Scheme should:

- be simple, and
- align with people's expectations about where the boundary might be.

For off-street car parks this is relatively easy. But for areas encompassing several streets, care is needed:

- A boundary along an arterial road or collector road will make sense to drivers. In this case, every street off the arterial road requires entry and exit signs.
- A boundary which cuts across a local area will not be expected by drivers. In this case, the boundary should follow some obvious feature like a road, railway or creek. Parallel streets should be treated in a similar way: the boundary should not zig-zag to include some streets and exclude other adjacent ones.

See an example of an on-street boundary in Figure 4

4. Area Signs: Sign Face Design

The sign face components for each type of sign, i.e.:

- Entry signs,
- Reminder signs, and
- End signs

are set out in Table 5.1 of AS 1742.11 and are summarised in Figures 1, 2 and 3 of these guidelines. It is important that each required component is included, so that the signs are both understood by drivers and legally enforceable.

Driver comprehension also requires good sign design:

- keep information to the minimum required for the purpose;
- make signs and legends large enough to be read, given the amount of information, the speed of traffic and the distance to the sign; and
- locate signs where they will be noticed and can be read.

Attention is specifically drawn to the following:

- If there are sections of roadway within a controlled area which have different signed parking controls, these different controls are applied by the use of linear parking control signs. In such a case, each area entry sign and reminder sign must include the words 'EXCEPT AS SIGNED'. This includes any section of roadway where 'no stopping' signs are installed for purposes other than reminding drivers of statutory 'no stopping' locations.
- All statutory 'no stopping' restrictions and other restrictions in the Road Rules continue to apply within an area parking control scheme without 'EXCEPT AS SIGNED' on entry signs.
- Where there is a plate under each parking area entry sign (or there is a section at the bottom of the sign plate) with the words 'PARK IN BAYS ONLY', drivers may park only within the confines of a single marked parking bay. This is usually only appropriate in off-street areas. It avoids the need for 'no stopping' signs to be installed to prohibit parking in aisles and on painted islands. This provision does not apply to No Stopping Area Schemes or No Parking Area Schemes.
- Reminder signs must have the words 'YOU ARE WITHIN A' at the top and include an exact copy of the entry sign legend ('PARK IN BAYS ONLY' is not required).
- Parking time limits (duration of parking) on signs with a green 'P' may only be 2 minute, 5 minute, 10 minute, ¼ hour, ½ hour, 1 ½ hour or a whole number of hours. This applies to linear and area signs. (Linear Zone signs, if restricted in time, may only be 15 minute, 30 minute or a whole number of hours.)
- The layout of sign face components on area signs is required to follow the same rules as those applying to linear signs (e.g. the arrangements of clock hours, '30' minutes and 'AM' and 'PM' to indicate times), i.e.:



- but the legend sizes are considerably larger.

5. Sign Locations and Numbers

One of the attractive features of area signing is that it can result in fewer signs and less visual clutter than having linear parking control along every section of kerbline throughout an area. But an adequate number of area signs must be used so that drivers are aware of any parking restriction which applies in an area. Figure 4 shows the positioning of signs associated with on-street area parking controls. Similar arrangements are applicable in off-street locations.

Along public roads, drivers generally expect to see linear parking controls indicated by frequent signs. Where these are not present, they may conclude that no restrictions apply. An area parking control scheme

must include a sufficient number of signs, appropriately located, so that it is reasonably certain that a driver will:

- see a parking control entry sign when driving into the controlled area,
- be alerted to or reminded of the restrictions at appropriate intervals within the area, which is particularly important in large areas, and
- receive clear advice about where the scheme ends.

Similarly, where linear parking control is in place along one side of a street, it is a natural conclusion that if the other side is unsigned, then it has no restrictions. In this type of location, it is inappropriate to rely on area parking controls. A list of locations where area signing is inappropriate is outlined in Section 6.

Signs at the Area Boundary

At least one 'Entry' sign is required at each entry point and at least one 'End' sign is required at each exit point, in order to comply with the AS 1742.11 and the Road Safety (Traffic Management) Regulations 2009.

Off-street Car Parks

- **Entry signs:** Must be placed at or close to the obvious boundary of the controlled area (e.g. at the entry driveway, fence line or other obvious boundary feature) in a prominent location. Where traffic turns left and right into a controlled area, there must be an entry sign visible for each possible approach manoeuvre (e.g. by placing a sign on both sides of the driveway).
- **End signs:** Where the end of the controlled area is obvious (e.g. where a multi-level car park connects with the street system) the end sign is principally required in order to comply with the regulations. Where the boundary is not obvious, the sign needs to be located in a prominent position. On two way access roads/driveways, the 'End' sign should be located on the back of the entry sign. On one way access roads/driveways, it should be located where it will be visible to exiting traffic.



Entry sign for an off-street car park (In this case a large type of sign has been used)

On-street Parking Control Areas

In on-street locations, drivers may not be expecting area controls and they may be concentrating on traffic conditions. Signs need to be readily seen, taking account of traffic conditions and background conditions.

- **Entry signs:** Must be placed at or close to the boundary of the controlled area (the controls do not commence until the sign is passed) in a prominent location. An entry sign must be visible for each possible approach manoeuvre, including left and right turns into the controlled area. Where the signing is located within 30 m of the left and right turns, a sign must be placed on both sides of the street. Where traffic can only turn left into the street, the sign should be located on the right side of the street to face that traffic, unless traffic waiting to exit may block the view of the sign.

- **End signs:** Even where the end of the controlled area is obvious (e.g. where a local street meets an arterial road) it is essential that the 'End' sign is located in a prominent position for drivers to see. On two way streets, the 'End' sign should be located on the back of the entry sign. On one way streets, the sign should be located where it will be visible to exiting traffic.



An Entry sign for an on-street parking control area



An End sign for an on-street parking control area

Reminder Signs

AS 1742.11 requires reminder signs to be provided in areas encompassing several streets. Consequently, a reasonable provision of reminder signs should be made. The following guidelines apply.

Off-street Car Parks

The number and location of reminder signs will depend on the size of the car park and whether it is multilevel. Where a car park has regular, familiar users (e.g. parking at a tertiary campus) a lesser provision of reminder signs can be justified. As a general guide, reminder signs should be considered in public car parks, with more than 100 car spaces, as follows:

- On any one level of a car park, at least one sign in a prominent position, within each discrete section bounded by a circulation roadway,
- In multi-level car parks, at least one per floor, facing traffic approaching each level or in a prominent position to face traffic circulating within each level, and
- Alternatively, the columns and walls within multilevel car parks provide the opportunity to remind drivers with smaller signs. So long as the entry and exit signs for area controls are in place, Linear parking control-sized signs (e.g. 225 x 450 mm) can be placed at more frequent intervals throughout a car park indicating the restrictions. It is recommended that these reminder signs use standard linear parking control sign colours and format, but do not include an arrow.

On-street Parking Control Areas

In on-street locations, drivers may not be expecting area controls and they may be concentrating on traffic conditions. Signs need to be readily seen, taking account of traffic conditions and background conditions.

Reminder signs shall be installed as follows:

- As a general requirement, at a spacing no greater than 200 m along a road - and within 200 m of an entry sign or end sign,
- Within 50 m of the start of any internal street (i.e. a street which is not crossed by the area boundary). Streets less than 30 m long need not be signed. However, each site should be judged on its merits,
- Within 20 m of any section of linear parking control, unless it is obvious from the application of the general minimum signage that the area control applies to unsigned sections of street,

- Where drivers may mistakenly assume the controlled area ends. This may include locations on the far side of a collector road, a roundabout or a set of intersection signals. At these locations, a reminder sign should be installed just beyond (i.e. within 30 m of) that street or feature, and
- Any other location where experience shows a significant number of drivers fail to recognise the application of area controls to that location.

If there is a facility in the area which attracts significant numbers of unfamiliar drivers or people who are likely to have their mind on other things (e.g. a hospital or funeral parlour), it would be prudent to consider additional signs at the pedestrian entrance to the facility. These signs may not necessarily be in the form of parking control signs.



A Reminder sign for an on-street parking control area

6. Locations Where Area Controls Should Not Be Applied

In areas consisting of several streets, in the following cases, area parking controls are inappropriate:

- Where entry signs cannot be located in a prominent position to face traffic turning into an entry street,
- In an area which has extensive sections of linear parking control and the area controls are intended to apply over similar periods (i.e. the area has anything more than isolated Loading Zones, Bus Zones, No Stopping or similar linear restrictions),
- Along any street, or readily identifiable section of a street (e.g. between one end of a street and a roundabout), where one side, or most of it, is controlled by linear parking control signs and the other side is unsigned (i.e. the area controls are intended to apply only to the other side of the street), and
- Where a sufficient number of reminder signs cannot be installed, or where the messages on linear parking control signs read in conjunction with the messages on area parking control signs would be confusing or ambiguous.

Note: It may be appropriate to use area parking control and linear parking control over the same area if the signing applies a completely different type of control at a different time, e.g. an overnight 'No Stopping Area' applying in streets which have daytime linear two hour parking signs. Nonetheless, extreme care is still required to ensure that the area control is apparent to drivers. Reminder signs are essential in this type of area and will be required at relatively frequent intervals along sections of road which have linear parking control.

7. Exception Signing Within an Area Control

Within an area controlled by area signs, statutory restrictions (e.g. 'No Stopping' near intersections, children's crossings, etc.) continue to apply. Other exceptions need to be signposted using linear parking control signs. It is not permitted to use area parking controls to create an exception for a sub-area within a larger parking control area. If two area controls are adjacent to each other, both must start and end at the common boundary.

Furthermore, within an area control, exceptions may take the form of any of the five linear types of parking control listed in Section 2. Signing requirements for these are governed by AS 1742 Part 11 (Section 3 and Appendix B in particular). These exceptions should be kept to a minimum, although 'No Stopping' signs may often be desirable. Also remember, as discussed in Section 4 above, that where exceptions are to be signed using linear parking control signs, each area entry sign and reminder sign must include the words 'EXCEPT AS SIGNED'.

Any controlled area should either have area controls with few linear parking controls applying at similar times, or it should have only linear controls. It should not involve a significant mixture of both types of controls applying at similar times:

- Where new area controls are being considered, a survey of existing linear controls should be undertaken. If the area has anything more than isolated Loading Zones, Bus Zones, No Stopping or similar restrictions, area controls covering similar times are unlikely to be recognised by drivers and should not be installed (see Section 6), and
- Where, over time, exceptions to area controls become extensive, it is likely that drivers will fail to recognise that area restrictions apply to unsigned sections of road. In such cases, the area controls should be removed and be replaced entirely by linear parking controls.



***Linear 'exception signing' within a Parking Area
(in this case a Permit Zone has been created for store employees only)***



ENTRY SIGNS	
Essential Components	Components needed for Specific Enforcement Purposes
<ul style="list-style-type: none"> ● "PARKING AREA" ● "P" 	<ul style="list-style-type: none"> ● The time limit (eg. 2P) if one is to apply. ● Any method of payment (eg. TICKET) or user limitation (eg. PERMIT Type xyz VEHICLES ONLY). ● Any limitations on times of operation (otherwise it applies at all times). ● "EXCEPT AS SIGNED" if any linear parking controls such as disability parking or loading zones, are signed within the defined area. ● "PARK IN BAYS ONLY" if parking outside marked parking bays is to be banned without "No Standing" signs. This is not normally appropriate in on-street schemes.



REMINDER SIGNS (Note: Reminder signs are required in large on-street areas (see Section 5) and are optional in other areas)	
Essential Components	Components needed for Specific Enforcement Purposes
<ul style="list-style-type: none"> ● "YOU ARE WITHIN A" ● An exact copy of the legend on the Entry Signs. 	<ul style="list-style-type: none"> ● "PARK IN BAYS ONLY" signs are not required on or adjacent to Reminder Signs for Reg. 1103(8)* to be enforceable. They may be used as reminders within a car park. * Replaced by new Regulation 211(1) from 1 December 1999, as part of the new Australian Road Rules.



EXIT SIGNS	
Essential Components	Components needed for Specific Enforcement Purposes
<ul style="list-style-type: none"> ● "END" ● "P" ● "AREA" 	<ul style="list-style-type: none"> ● The time limit (eg. 2P) if one applies. ● To legally enforce the Parking Area, other components on the sign are not essential. BUT to make the end of the restriction obvious, it is recommended any method of payment (eg. TICKET) or user limitation (eg. the abbreviation "PERMIT", where Entry Signs say "PERMIT Type xyz VEHICLES ONLY") be added before "AREA". See example on page 11.

Figure 1: Area Parking Control Signs for Parking Areas

Notes:

1. Signs shall comply with AS 1742.11, including letter style (lettering shown here only approximates the correct style).
2. A name or number for the Parking Area is optional. It may be included at the top of the sign, so long as it does not create confusion.



ENTRY SIGNS	
Essential Components	Components needed for Specific Enforcement Purposes
<ul style="list-style-type: none"> ● "No Stopping Symbol" ● "AREA" 	<ul style="list-style-type: none"> ● Any user limitation (eg. PERMIT Type xyz VEHICLES EXCEPTED). ● Any limitations on times of operation (otherwise it applies at all times). ● "EXCEPT AS SIGNED" if any different, signed, linear parking controls apply within the defined area.



REMINDER SIGNS (Note: Reminder signs are required in large on-street areas (see Section 5) and are optional in other areas)	
Essential Components	Components needed for Specific Enforcement Purposes
<ul style="list-style-type: none"> ● "YOU ARE WITHIN A" ● An exact copy of the legend on the Entry Signs. 	None.



EXIT SIGNS	
Essential Components	Components needed for Specific Enforcement Purposes
<ul style="list-style-type: none"> ● "END" ● "No Stopping Symbol" ● "AREA" 	None.

Figure 2: Area Parking Control Signs for No Stopping Areas

Notes:

1. Signs shall comply with AS 1742.11, including letter style (lettering shown here only approximates the correct style).
2. A name or number for the No Stopping Area is optional. It may be included at the top of the sign, so long as it does not create confusion.



ENTRY SIGNS	
Essential Components	Components needed for Specific Enforcement Purposes
<ul style="list-style-type: none"> ● "No Parking Symbol" ● "AREA" 	<ul style="list-style-type: none"> ● Any user limitation (eg. PERMIT Type xyz VEHICLES EXCEPTED). ● Any limitations on times of operation (otherwise it applies at all times). ● "EXCEPT AS SIGNED" if any different, signed, linear parking controls apply within the defined area.



REMINDER SIGNS (Note: Reminder signs are required in large on-street areas (see Section 5) and are optional in other areas)	
Essential Components	Components needed for Specific Enforcement Purposes
<ul style="list-style-type: none"> ● "YOU ARE WITHIN A" ● An exact copy of the legend on the Entry Signs. 	None.



EXIT SIGNS	
Essential Components	Components needed for Specific Enforcement Purposes
<ul style="list-style-type: none"> ● "END" ● "No Parking Symbol" ● "AREA" 	None.

Figure 3: Area Parking Control Signs for No Parking Areas

Notes:

1. Signs shall comply with AS 1742.11, including letter style (lettering shown here only approximates the correct style).
2. A name or number for the Parking Area is optional. It may be included at the top of the sign, so long as it does not create confusion.

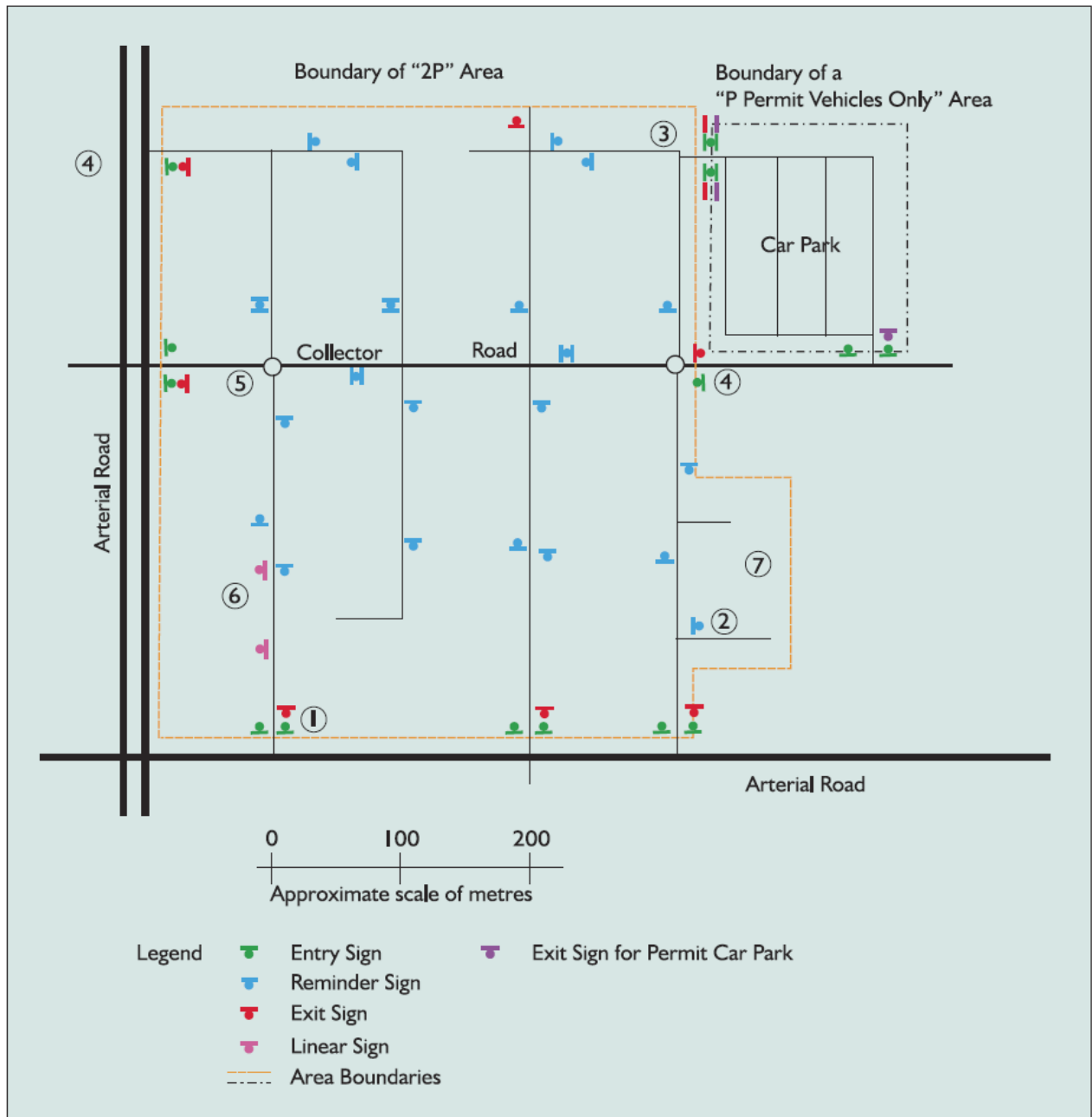


Figure 4: Example of On-street and Off-street Area Parking

Notes:

- ①. All area entry signs are to be aligned as required, to face oncoming traffic.
- ②. Every street longer than 30 m should have at least one reminder (or entry) sign.
- ③. At a joint boundary, signs need to incorporate both entry and exit signs for both areas.
- ④. Usually duplicate entry signs are required, but where vehicles only turn left to enter, or they approach straight on (rather than turning in) one entry sign may be adequate.
- ⑤. Install reminder signs beyond (within 30 m of) major features like collector roads or roundabouts. Otherwise install reminder signs no further than 200 m apart.
- ⑥. In the vicinity of linear parking control signs, ensure reminder signs cover unsigned sections.
- ⑦. Make area boundaries simple. The above example remains simple by including two cul de sacs. A cul de sac shorter than 30 m may not need signing, however each site should be treated on its merits.

Signs Used in Figure 4



Entry Sign for
2 hour parking area



Reminder Sign



Exit Sign for
2 hour parking area



Linear Sign Example



Entry Sign for Permit Car Park



Exit Sign for Permit Car Park

Document Information

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For enquiries regarding this supplement, please contact the VicRoads – Network Standards team via tem@roads.vic.gov.au or 9854 2417.