

Queensland Manual of Uniform Traffic Control Devices

Part 13: Local area traffic management

November 2023



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Feedback

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About this document

This document sets out:

- local area traffic management treatments
- application of signs and markings to devices
- signs and pavement markings.

How to use this document

This document is designed to be read and applied together with AS 1742.13-2023 *Manual of Uniform Traffic Control Devices Part 13* (AS 1742.13-2023). You must have access to the Australian Standard to understand what applies in Queensland.

This document:

- sets out how AS 1742.13-2023 applies in Queensland
- has precedence over AS 1742.13-2023 when applied in Queensland
- has the same section and clause numbering and headings as AS 1742.13-2023.

The following table summarises the relationship between AS 1742.13-2023 and this document:

Applicability	Meaning
Accepted	The Australian Standard section or clause is accepted.
Accepted, with amendments	Part or all of the section or clause has been accepted with additions, deletions or differences.
New	There is no equivalent section or clause in the Australian Standard.
Not accepted	The Australian Standard section or clause is not accepted.

Definitions

The following general amended definitions apply when reading AS 1742.13-2023.

Reference to...	Means
AS 1742.13-2023	AS 1742.13-2023, as amended by this document For example, a reference to AS 1742.13-2023 means you must refer to the Australian Standard Part 13, and Part 13 of the Queensland Manual of Traffic Control Devices (Queensland MUTCD). Throughout AS 1742.13-2023, references are made to other parts of the Australian Standards (for example, when reading Part 13 you may be referred to Part 1 for further information.) In this case, you must refer to the equivalent Part within the Queensland MUTCD first. Check the applicability of the equivalent Part in the Queensland MUTCD before referring to the referenced Australian Standard Part.

Relationship table

Section	Clause	Description	Applicability
Preface			Accepted
Introduction			Accepted
1	Scope and general		
	1.1	Scope	Accepted
	1.2	Normative references	Accepted
	1.3	Terms and definitions	Accepted
	1.3.1	<i>area speed zone</i>	Accepted
	1.3.2	<i>arterial road</i>	Accepted
	1.3.3	<i>centre blister</i>	Accepted
	1.3.4	<i>collector road</i>	Accepted
	1.3.5	<i>driveway link</i>	Accepted
	1.3.6	<i>isolated device</i>	Accepted
	1.3.7	<i>kerb extension</i>	Accepted
	1.3.8	<i>lane narrowing</i>	Accepted
	1.3.9	<i>left-in/left-out island</i>	Accepted
	1.3.10	<i>local area</i>	Accepted
	1.3.11	<i>local area traffic management LATM</i>	Accepted
	1.3.12	<i>local street</i>	Accepted
	1.3.13	<i>may</i>	Accepted with amendments
	1.3.14	<i>median</i>	Accepted
	1.3.15	<i>modified T-intersection</i>	Accepted
	1.3.16	<i>perimeter</i>	Accepted
	1.3.17	<i>raised pavement</i>	Accepted
	1.3.18	<i>road cushion</i>	Accepted
	1.3.19	<i>road hump</i>	Accepted
	1.3.20	<i>roundabout</i>	Accepted
	1.3.21	<i>shall</i>	Accepted with amendments
	1.3.22	<i>should</i>	Accepted with amendments
	1.3.23	<i>slow point</i>	Accepted
	1.3.24	<i>threshold treatment</i>	Accepted
1.3.25	<i>traffic control device</i>	Accepted	
1.3.26	<i>wombat crossing</i>	Accepted	
1.3.27	<i>Registered Professional Engineer of Queensland (RPEQ)</i>	New	
1.4	Local area traffic management – General principles	Accepted	
1.5	Signs – General requirements	Accepted	

Section	Clause	Description	Applicability
	1.6	Pavement markings – General requirements	Accepted
	1.7	Variation to treatments and Registered Professional Engineer of Queensland certification	New
2	Vertical deflection devices		
	2.1	General	Accepted
	2.2	Signs	Accepted
	2.3	Pavement markings	Accepted
	2.4	Road humps	
	2.4.1	<i>General</i>	Accepted
	2.4.2	<i>Hump profiles</i>	Accepted
	2.4.3	<i>Watts profile road hump</i>	Accepted
	2.4.4	<i>Flat-top road hump</i>	Accepted
	2.4.4.1	Hump profiles for bus routes	New
	2.4.5	<i>Road cushions</i>	Accepted
	2.5	Wombat crossings	Accepted
	2.6	Raised pavements	Accepted
3	Horizontal deflection devices		
	3.1	General	Accepted
	3.2	Signs	Accepted
	3.3	Pavement markings	Accepted
	3.4	Lane narrowing/kerb extensions	Accepted
	3.5	Slow points	Accepted
	3.6	Centre blister islands	Accepted
	3.7	Driveway links	Accepted
	3.8	Mid-block median treatments	Accepted
	3.9	Roundabouts	Accepted
4	Diversion devices		
	4.1	General	Accepted
	4.2	Signs	Accepted
	4.3	Pavement markings	Accepted
	4.4	Full road closures	Accepted
	4.5	Half road closures	Accepted
	4.6	Diagonal road closures	Accepted
	4.7	Modified T-intersections	Accepted
4.8	Left-in/left-out islands	Accepted	
5	Signs, pavement markings and other treatments		
	5.1	General	Accepted

Section	Clause	Description	Applicability
	5.2	Signs	Accepted
	5.3	Pavement markings	Accepted
	5.4	Speed limit signs	Accepted
	5.5	Prohibited traffic movement signs	Accepted
	5.6	One-way (street) signs	Accepted
	5.7	Give way signs	Accepted
	5.8	Stop signs	Accepted
	5.9	Shared zones	Accepted
	5.10	School zones	Accepted
	5.11	Threshold treatments	Accepted
	5.12	Continuous footpath treatments	Accepted
	5.13	Bicycle facilities	Accepted
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1 Scope and general

1.3 Terms and definitions

1.3.13 may

Addition

Indicates the existence of an option. Where the word 'may' is used, it indicates that use of the device is conditional, or optional. Usually, no specific requirement for design or application is intended.

1.3.21 shall

Addition

Note:

Where certain requirements in the design or application of the device are described with the 'shall' stipulation, it is mandatory that, when an installation is made, these requirements be met.

1.3.22 should

Addition

Note:

Where the word 'should' is used, it is considered to be recommended usage, but not mandatory. Any recommendation that is not applied must be based on sound traffic engineering judgement and documented.

1.3.27 Registered Professional Engineer of Queensland (RPEQ)

New

A person who is registered as a Registered Professional Engineer of Queensland (RPEQ), under the *Professional Engineers Act 2002* (Qld) with the [Board of Professional Engineers of Queensland](#).

1.7 Variation to treatments and Registered Professional Engineer of Queensland certification

New

This Part of the *Manual* contains mandatory requirements (*shall*), recommendations (*should*) and options (*may*). The application of these mandatory requirements and recommendations is intended to provide the optimal level of safety and traffic efficiency. It is acknowledged that, in some instances, variations to these requirements and recommendations may be necessary and, as such, variations to these requirements and recommendations may be undertaken as follows:

- a) Where recommendations (*should*) are not adopted, a risk assessment shall be undertaken and certified by a Registered Professional Engineer of Queensland (RPEQ).
- b) Where mandatory requirements (*shall*) are not adopted, a risk assessment shall be undertaken and certified by an RPEQ.
- c) The use of options (*may*) is not a variation to the optimal treatment and does not require certification by an RPEQ.

Notifications of variations to mandatory requirements (including all relevant information) shall be emailed to TrafficEngineering.Support@tmr.qld.gov.au for information purposes and for the benefit of identifying potential future practice changes – not for approval or endorsement. These variations may include learnings that may be attributed to the variation of a *shall* requirement, such as operational, cost or safety impacts.

Where innovative treatments that are outside the scope of the Queensland MUTCD are proposed to be adopted, a risk assessment shall be undertaken and certified by an RPEQ.

All proposed innovative treatments require approval by Transport and Main Roads prior to their use or adoption. Requests for approval of innovative treatments (including all relevant information) shall be emailed to TrafficEngineering.Support@tmr.qld.gov.au.

As part of an approval to use or trial an innovative treatment, Transport and Main Roads may require that the applicant provides a detailed evaluation report on the performance and effectiveness of the treatment. Transport and Main Roads may use the results of the evaluation to identify potential future practice changes to this Part of the *Manual*.

2 Vertical deflection devices

2.4 Road humps

2.4.4 Flat-top road hump

2.4.4.1 Hump profiles for bus routes

New

The design of vertical deflection devices shall consider the needs of buses. Humps on bus routes can be designed and positioned to minimise discomfort to passengers using long flat top humps with minimum grade on the ramps.

The following design requirements shall be adopted for road humps used on bus routes:

- Maximum hump height = 100 mm.
- Minimum hump length (excluding ramps) = 6.0 m for single unit buses and 8.0 m for articulated buses.
- Maximum ramp grade = 1:15.

