



**NOTES**

1. ONE END OF A SINGLE LANE DEVICE SHALL BE UNDER GIVE WAY SIGN CONTROL, TO ASSIGN RIGHT OF WAY TO A SPECIFIC TRAFFIC DIRECTION.
2. LANE WIDTHS SHOWN ARE DESIRABLE. APPROACH LANE WIDTHS SHOULD BE 3.0m OR 3.7m OR MORE TO PROVIDE FOR SAFE CYCLE PASSAGE. ON BUS ROUTES OR WHERE THERE IS A HIGH VOLUME OF COMMERCIAL TRAFFIC, OR ON DESIGNATED CYCLE ROUTES OR WHERE THERE IS A HIGH NUMBER OF CHILDREN OR INEXPERIENCED CYCLISTS, LANE WIDTHS SHOULD BE 3.7m OR MORE.
3. CONSIDERATION MUST BE GIVEN TO IMPACT ON THE PARKING USAGE OF THE STREET AND TO THE OVERALL IMPACT ON THE ROADWAY.
4. RRPMS SHALL BE USED TO INCREASE DEVICE VISIBILITY. A MINIMUM OF 3 SHALL BE USED IN ANY ONE LOCATION @ EQUAL SPACING.
5. ON FLAT GRADES A 0.3m WIDE DRAINAGE CHANNEL MAY BE REQUIRED.
6. STREET LIGHTING SHOULD BE DESIGNED AND INSTALLED IN ACCORDANCE WITH AS1158.
7. THE LEVEL OF CYCLIST USAGE IN THE STREET SHOULD BE USED TO DETERMINE WHETHER CONCESSIONS MUST BE MADE FOR THEIR ACCESS THROUGH THE DEVICE. THE DEVICE MAY BE CAPABLE OF ACCOMMODATING A STRAIGHT-THROUGH CYCLIST LANE WITH A MINIMUM WIDTH OF 1.0m BETWEEN ROAD EDGE AND INNER SIDE OF ISLANDS ON WIDE PAVEMENTS. ELSEWHERE A BYPASS PATH MAY BE REQUIRED. DESIGNERS SHOULD ENSURE A PINCH-POINT IS NOT CREATED ON THE DOWNSTREAM SIDE OF THE LATM DEVICE.
8. KERBING TO BE SEMI-MOUNTABLE.
9. DEFLECTION ANGLES SHOULD BE IN THE ORDER OF 10° TO 30°.
10. A MINIMUM OF TWO MODULES OF BROKEN SEPARATION LINE (24m) SHALL PRECEDE THE UNBROKEN SEPARATION LINE.

No.	DESCRIPTION	APPROVED & DATE	No.	DESCRIPTION	APPROVED & DATE
3	DIMENSION LINES AND NOTE 10 ADDED.				
2	NOTE 9 DELETED, NOTE 2 AMENDED. OUTLINE MARKING EXTENDED.	D. LANDMARK 24.3.10			
1	DOUBLE BARRIER LINE CHANGED TO UNBROKEN SEPARATION LINE. NOTES 2,3 AND SIGN DETAIL AMENDED, NOTE 7 REMOVED.	D. LANDMARK 3.6.07			
AMENDMENTS			AMENDMENTS		

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TYPICAL TREATMENT FOR SLOW POINTS  
SINGLE LANE ANGLED SLOW POINT

DESIGNED D. LANDMARK	04/04	VERIFIED D. SULLIVAN	11/5/04
DRAWN N. PANGGABEAN	04/04	APPROVED R. GROVE	11/5/04
DRAWING TYPE	FILE NUMBER	67-08-69	
9920	DRAWING NUMBER	200331-0131-3	

SCALE N.T.S. A3 MICROFILM DATE