

# Slow Vehicle Turnouts

## GD 1000

Slow Vehicle Turnouts may be provided on a road to allow for traffic to pass slower moving vehicles where constraints do not allow provision of a full overtaking or climbing lane. Located on low speed, winding or hilly two-lane two-way roads, which have limited passing opportunities, they consist of a widened unobstructed sealed shoulder and are most effective if used in a series along a section of road. Drivers of slow moving vehicles "turnout" of the through lane and, if necessary, stop briefly to allow all following vehicles to pass.

### Operational effectiveness

Slow vehicle turnouts will never reach the effectiveness of climbing or overtaking lanes.

Driver education is important for these to perform effectively, and optimum location and good design are the key to driver use. Drivers should have a clear view of the turnout as experience suggests that turnouts which cannot be seen for some distance by approaching drivers are less likely to be used.

### Design

Drawing No. [TES10530](#) contained in this guideline should be followed.

#### Location:

- Turnouts should be located where drivers of slow moving vehicles believe their use will not result in undue delay.
- Turnouts should not be interspersed with overtaking or climbing lanes.
- Drivers should have a clear view of the entire turnout to determine
  - whether it is available for use
  - to anticipate the movement of any other vehicles which may be exiting

#### Length

- 80-100m (including tapers) is considered suitable for most environments.
- Total length should not exceed 160m.

The lengths in the following table are provided as a guide.

## OFFICIAL

<b>Mean Approach Speed (km/h)</b>	<b>*Recommended overall length (m)</b>
<50	60
50 - 59	80
60 - 69	100
70 - 79	135
>80	160

\* These lengths assume that slow moving vehicles enter the turnout 8km/h slower than the mean speed of the through traffic. They are sufficient to allow a vehicle to enter the turnout at the assumed speed, coast to the midpoint and then, if necessary, stop in the remaining length using a deceleration rate of 3 m/sec<sup>2</sup>

### Taper Lengths

- Entry and exit taper lengths are minimum 15m, maximum 30m

### Width

- Minimum width 3.5m.

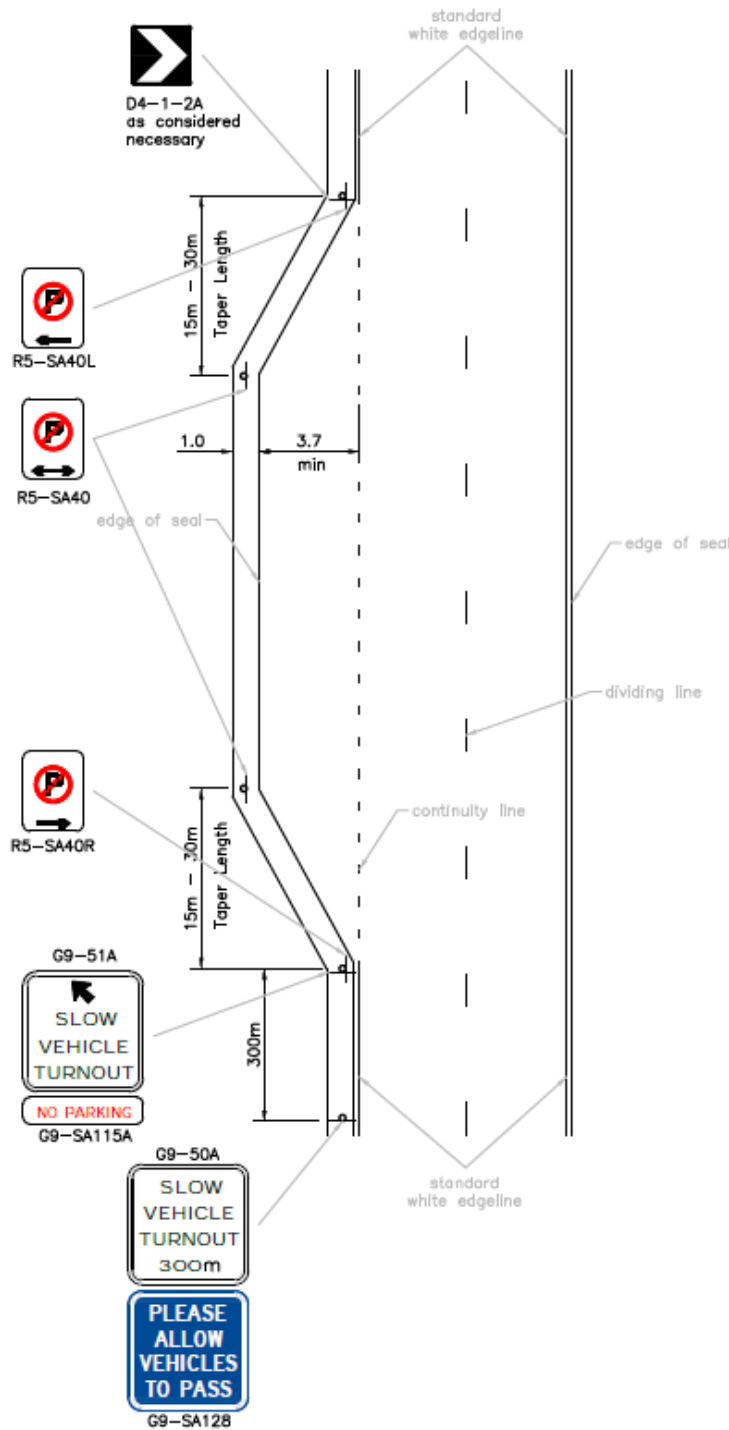
### Shoulder width

- Standard shoulder width or one similar to that provided on the adjacent section of road be provided.

### Traffic control devices

Refer to Section 5 of Operational Instruction 2.15 “Overtaking lanes and slow vehicle turnouts” for information on appropriate traffic control devices. ([www.dit.sa.gov.au/?a=272828](http://www.dit.sa.gov.au/?a=272828))

Road and Marine Services  
Network Management Services, Traffic Solutions Unit  
Specific Road Signs - Specifications, South Australia



Scale 1:25  
ALL DIMENSIONS ARE IN MILLIMETRES  
Total Sign Area: N/A sqm  
Sign Type: Miscellaneous

Location: Various – Slow Vehicle Turnout: Standard Treatment – Signs & Pavement Marking

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**- NOTE -**  
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**TES 10530**