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Guideline

Stop, Give Way, Keep Left, Keep Right and
Divisional Marker Signs in Western Australia

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1 PURPOSE

The purpose of this document is to provide guidelines for the most common uses of the following regulatory control:

- Stop
- Give Way
- Keep Left
- Divisional Markers

For the application of pavement markings please refer to relevant Main Roads Pavement Marking Drawings.

This document shall be used to review signs and pavement marking drawings and to conduct on site audits to determine sign requirements.

For change of priority requirements of an existing controlled intersection, refer to Main Roads WA [Change of Stop or Give Way Priority at Four-Way and 'T'-Intersections](#) Guideline.

Main Roads WA [Road Hierarchy](#) provides a listing of roads that perform designated roles required of the road network and are referred to throughout this document.

NOTE: The installation of STOP or GIVE WAY control at the intersection of a laneway is not supported in Western Australia. In these situations, the traffic volumes are relatively low, the laneway primarily serves local residents, has limited pedestrian activity and generally has traffic calming measures implemented. The installation of signs and pavement markings are not necessary as drivers are expected to exercise caution and drive at reduced speeds.

“Laneway” is defined as a narrow local street type without a verge located along the rear and/or side property boundary, typically used in more dense residential areas when smaller lot layouts justify rear garaging, and where alternative vehicle access is needed for lots fronting busy streets or parks.

2 STOP AND GIVE WAY CONTROL

2.1 General Application

All intersections with four or more legs shall be controlled by STOP or GIVE WAY control utilising regulatory signs and regulatory pavement markings, unless:

- The intersection is a laneway; or
- The intersection is controlled by a roundabout; or
- The intersection is controlled by traffic signals.

STOP control shall only be applied where sight distances are limited from the minor road. Crash history and/or traffic calming are not warrants for STOP control. These require resolution by other means. AS1742.2 clause 2.5.3 sets out the requirements for STOP control. Inappropriate use of STOP signs leads to the disregard of the sign and poor compliance.

Opposing legs shall have the same type of control; i.e. even if STOP control is warranted on only one leg, both legs shall have STOP control. The only exceptions in this regard are:

- At intersections with three (3) legs where it is necessary, because the main route is a turning movement, to install a STOP or GIVE WAY sign on one approach only, or
- At intersections with four (4) legs where it is necessary, because the main route is a turning movement, to install a STOP or GIVE WAY sign on one or more approaches.

Combinations of STOP and GIVE WAY control may be used side-by-side where slip lanes are involved and movements are separated by an island (refer clause [2.7](#)). However, this would only occur in particular situations, e.g. where sight distance is clear to one side allowing safe turning.

T-intersections are automatically controlled by legislation requiring the terminating road to give way to the through road, and therefore do not generally require GIVE WAY signs or GIVE WAY lines. However, if STOP control is warranted then STOP signs and STOP lines shall be installed. GIVE WAY control may be installed at T-intersections where the priority, or the safe position to stop the vehicle, is unclear from the terminating road approach.

GIVE WAY control may also be used at narrow roads and one-way bridges. Refer to Main Roads WA [Policy and Guidelines for Give Way Control Approaching Narrow Roads and One Lane Bridges](#).

For the use of GIVE WAY control at Local Area Traffic Management (LATM) devices, such as one-lane slow-points, refer to Main Roads WA [Local Area Traffic Management](#) Guideline.

2.2 Installation of Give Way Lines WITH Give Way Signs

GIVE WAY lines SHALL be installed in conjunction with GIVE WAY signs on terminating roads:

- Where a change in priority of a continuing road occurs, refer to Main Roads WA [Change of Stop or Give Way Priority at Four-Way and 'T'-Intersections](#) Guideline or
- On the approach to Primary and District Distributor A roads.
- On high speed rural road approaches:
 - with ≥ 100 km/h speed limit on the through road, or
 - That are sealed on all approaches, not speed zoned and are not in Built Up Areas, or
 - with ≥ 100 vehicles per day, on the terminating road or
 - where the terminating road is a tourist route.

GIVE WAY lines MAY be installed in conjunction with GIVE WAY signs on terminating roads:

- On the approach to Regional Distributor roads.

2.3 Installation of GIVE WAY lines WITHOUT GIVE WAY signs

GIVE WAY lines MAY be installed without installing a corresponding GIVE WAY sign under the following circumstances:

- At the terminating legs of T-intersections, entering a District Distributor B (DDB) or lower classified road.
- Left-turn slip roads into the stem of a T-intersection (refer [Figure 2.4](#) or [Figure 2.5](#)).
- Left-turn slip roads from the terminating road to the through road, **except** where the terminating road is subject to STOP or signal control (refer [Figure 2.4](#) or [Figure 2.5](#)).
- At the terminating legs of T-intersections where the through road has a sealed shoulder, or bicycle lane, or curve through the intersection, **except** where there is a physical feature such as a flush concrete kerb, brick paving, etc, that clearly distinguishes the edge of the through road for motorists approaching on the terminating leg.

2.4 Installation of STOP or GIVE WAY signs WITHOUT STOP or GIVE WAY lines

STOP or GIVE WAY signs MAY be installed without installing a corresponding STOP or GIVE WAY line where:

- The pavement is unsealed, or
- Where the sealed approach to the intersection is less than 2 m. It is recommended that the sealed approach to an intersection be a minimum of 15 m to accommodate a dividing line leading to the STOP or GIVE WAY line. Where the minimum 2 m of sealed approach is not achieved only the regulatory sign is required.

2.5 Intersection of Gravel and Sealed Road Types

These guidelines are to be applied at locations where an unsealed carriageway and a sealed carriageway intersect. The layouts of intersections vary considerably. In consultation with Regional Managers the intersection layouts shown in [Figure 1](#) are considered to represent the majority of sealed/unsealed carriageway intersections that exist in Western Australia.

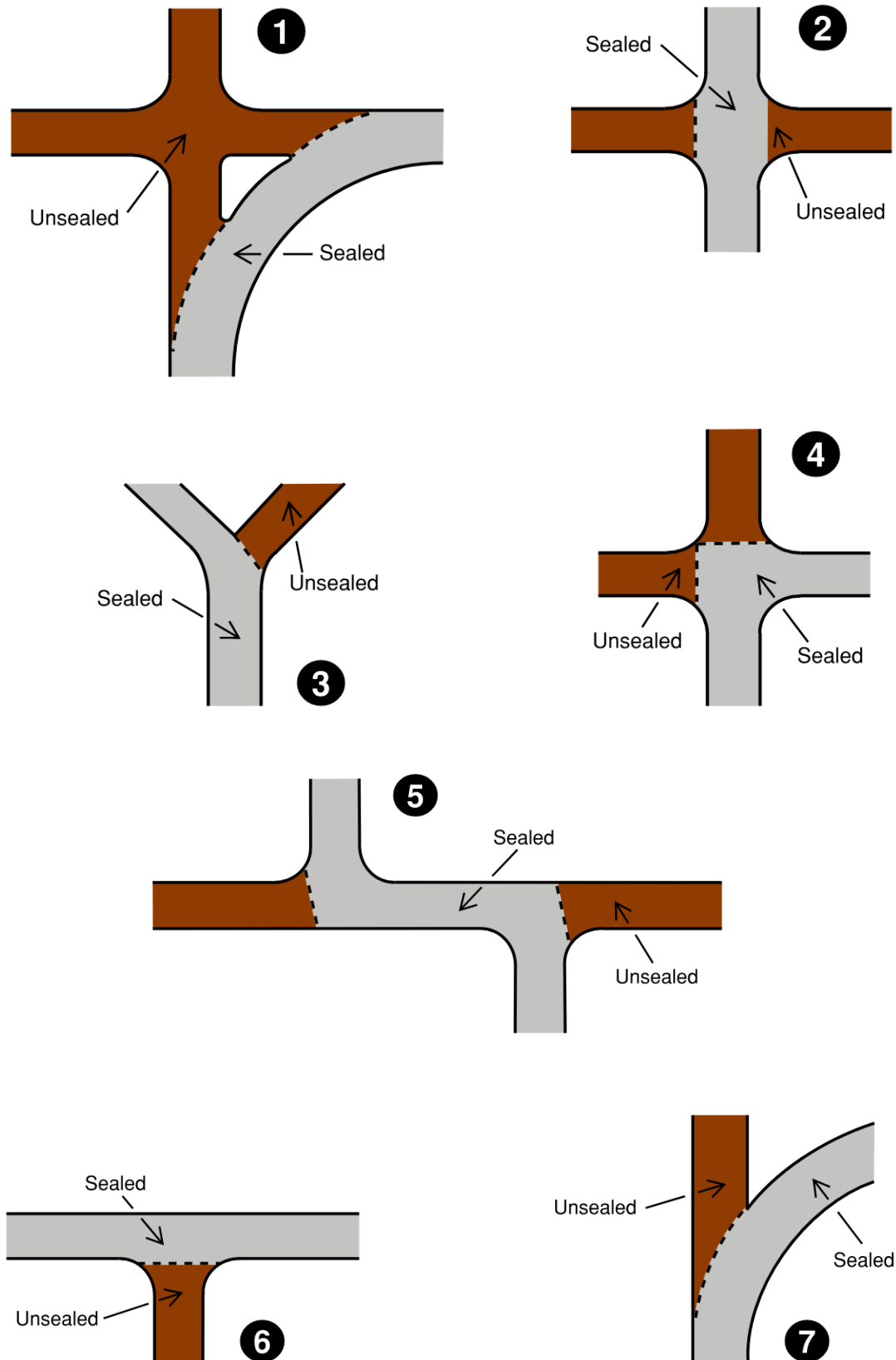


Figure 1: Common Intersection Layout Types

With the exception of layouts 2 & 4 the remainder are classified as T-intersections under Road Traffic Code regulations. However due to potential confusion, special treatments are necessary to ensure these T-intersections conform to definitions and regulations that apply (excepting layout 6). Those treatments include regulatory signs, warning signs and, in some cases road markings. Intersection layouts 2 & 4 are those, where in the absence of regulatory signs, normal give-way-to-the-right rules would apply.

2.5.1 Intersection Treatments

The treatments recommended in the following clauses are the minimum that shall be applied as a consequence of the absence of the previous regulation which required traffic on unsealed carriageways to give way to traffic on sealed carriageways. Intersections that are assessed as hazardous for other reasons should be treated as necessary using accepted traffic management practices including the application of signing standards according to AS 1742. This includes the need for warning signs on any of the approaches, or hazard markers, etc.

2.5.2 Treatment of Intersection Types 1 and 7

A GIVE WAY or STOP control, as appropriate, shall be installed on unsealed road approaches of Intersection Types 1 and 7.

- Where the sealed road ≥ 5.5 m wide, a dividing line should be applied through the curve.
- Where the percentage of heavy vehicles $\leq 20\%$, an edge line may be marked on both sides of the road if there is a marked dividing line and the sealed width is ≥ 6.0 m.
- Where the percentage of heavy vehicles $\geq 20\%$, an edge line may be marked on both sides of the road if there is a marked dividing line and the sealed width is ≥ 6.4 m.

2.5.3 Treatment of Intersection Type 2

GIVE WAY or STOP control, as appropriate, shall be installed on both unsealed road approaches of Intersection Type 2.

2.5.4 Treatment of Intersection Type 3

GIVE WAY or STOP control, as appropriate, may be required to be installed on the unsealed road approach of Intersection Type 3, depending on whether it is sufficiently obvious that the unsealed road is the terminating road or not. If any doubt exists then as a minimum, a GIVE WAY sign is required to be installed. In addition, where the sealed road is at least 5.5 m wide and centre lining does not already exist, a dividing line should be applied through the curve.

2.5.5 Treatment of Intersection Type 4

Unsealed carriageways **may** be an indication of low vehicle usage and, if this is so, it is acceptable and appropriate that regulatory signs be placed on the unsealed road approaches of Intersection Type 4. Regulations require traffic travelling on the unsealed road approaching a STOP sign or GIVE WAY sign to give way to all vehicular traffic. This includes traffic travelling on the intersecting carriageway as well as traffic turning right in front of vehicles on the STOP sign or GIVE WAY sign controlled approach. Whether GIVE WAY or STOP signs are appropriate is a matter of assessment of sight distance (in accordance with existing criteria).

2.5.6 Treatment of Intersection Type 5

GIVE WAY or STOP control, as appropriate shall be installed on the unsealed road approaches of Intersection Type 5.

2.5.7 Treatment of Intersection Type 6

In respect to Intersection Type 6, normal give-way requirements apply and therefore no signs or special line marking is required. However, GIVE WAY or STOP control may be installed where deemed necessary based on other criteria.

2.6 Position and Number of Stop and Give Way Signs

- STOP or GIVE WAY signs should be located as close as possible to the corresponding line in a position that is in the clear line of sight for an approaching driver. At intersections with large radii, it may be necessary to position the sign closer to the start of the radius to give better sight distance. The STOP or GIVE WAY sign should not be located further than 15m from the corresponding line, measured longitudinally along the road (refer to [Figure 2.1](#)).

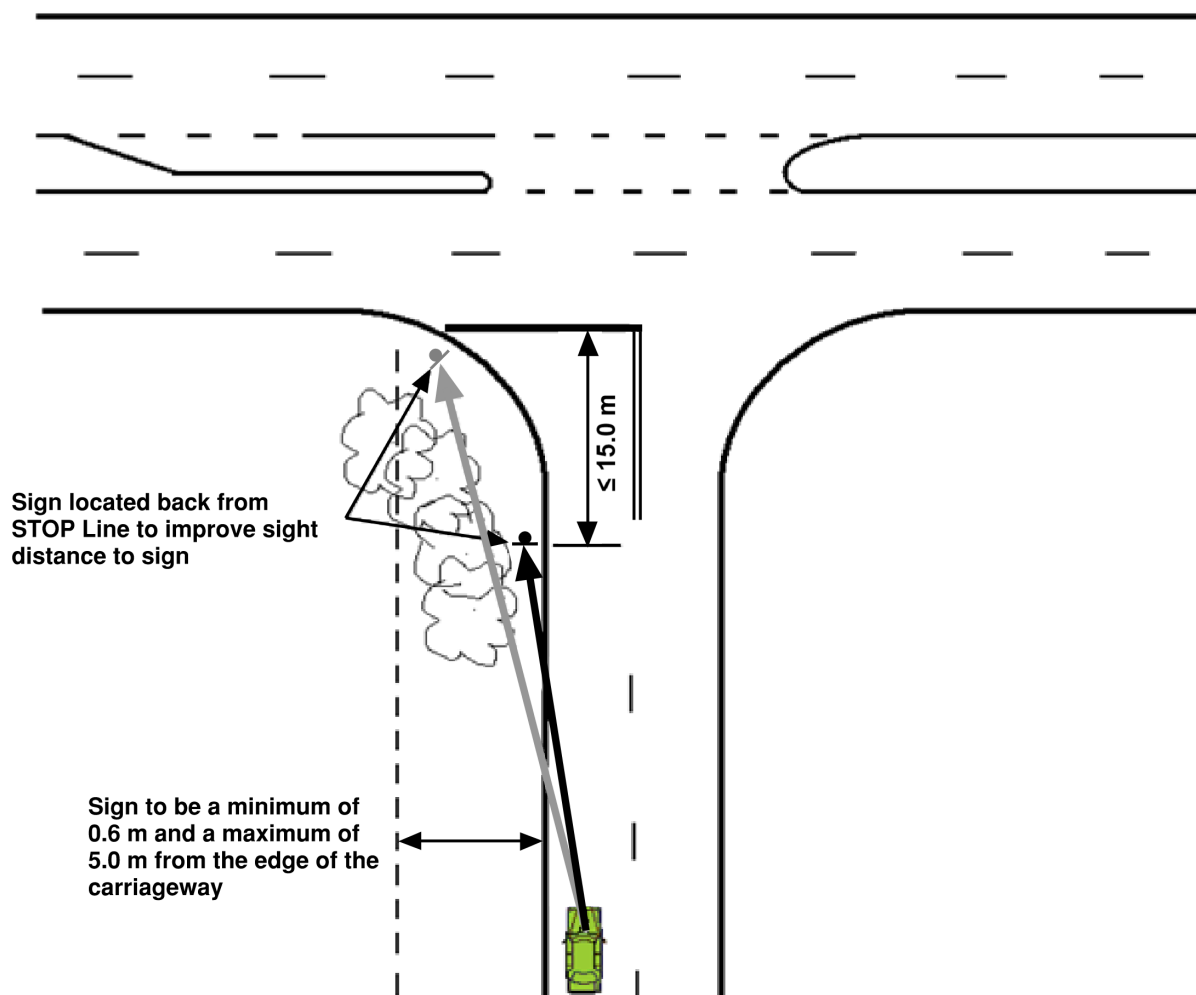


Figure 2.1: Position of STOP or Give Way sign in relation to line

- If a traffic island exists on a single lane approach to be signed, the STOP or GIVE WAY sign should be installed on the traffic island for greater conspicuousness, except that if the terminating road curves to the right, the STOP or GIVE WAY sign should be installed on the left verge (see [Figure 2.2](#)).

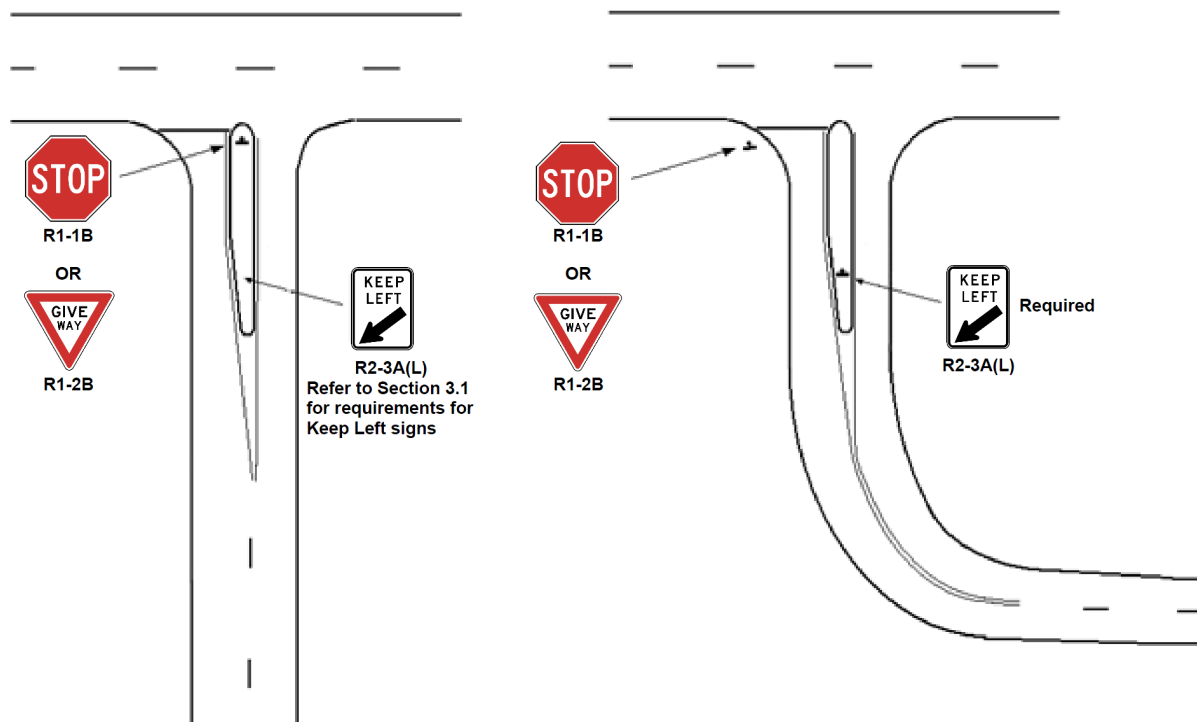
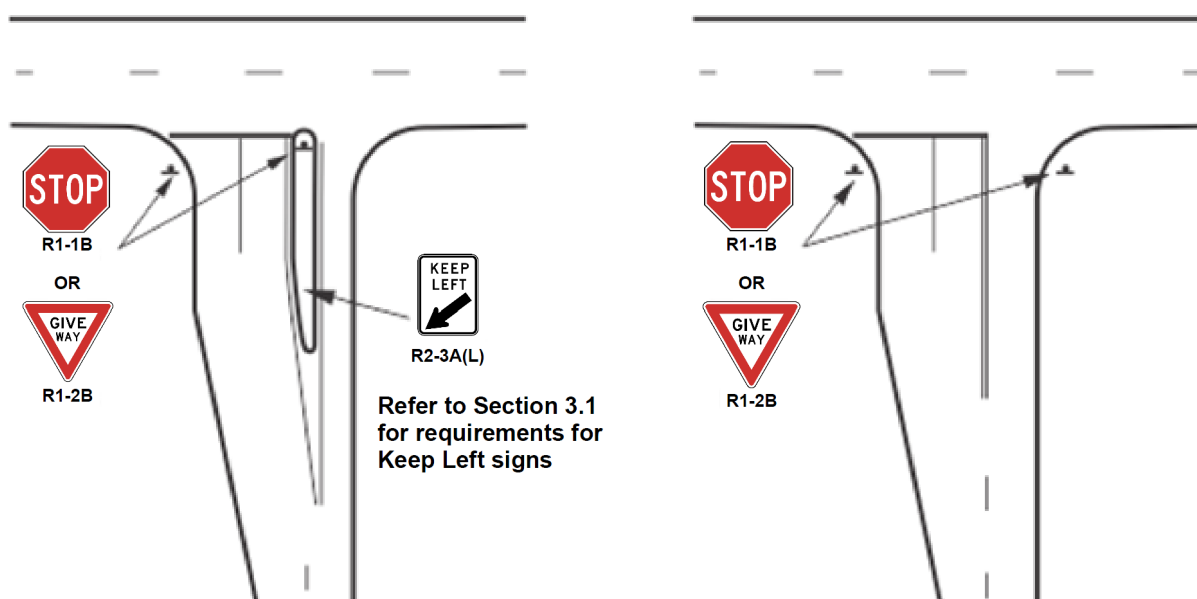


Figure 2.2: Position of STOP or GIVE WAY Sign on a Single Lane Approach with a Traffic Island

- If there are two approach lanes present on the controlled leg, or if there is a crash history resulting from drivers failing to see the control sign, the existing signs should be doubled up (see [Figure 2.3](#)).



Note: Control signs are doubled up

Figure 2.3: Position of STOP / GIVE WAY Sign on a Multi-Lane Approach

2.7 Stop and Give Way Signs at Non-signalised Intersections with Slip Lanes

- At intersections with slip lanes where the terminating road is subject to GIVE WAY control, no GIVE WAY signs are required on the slip lane of the terminating leg (refer [Figure 2.4](#)).
- At intersections with slip lanes where the terminating road is subject to STOP control, GIVE WAY signs shall be installed on the slip lane of the terminating leg (refer [Figure 2.5](#)).

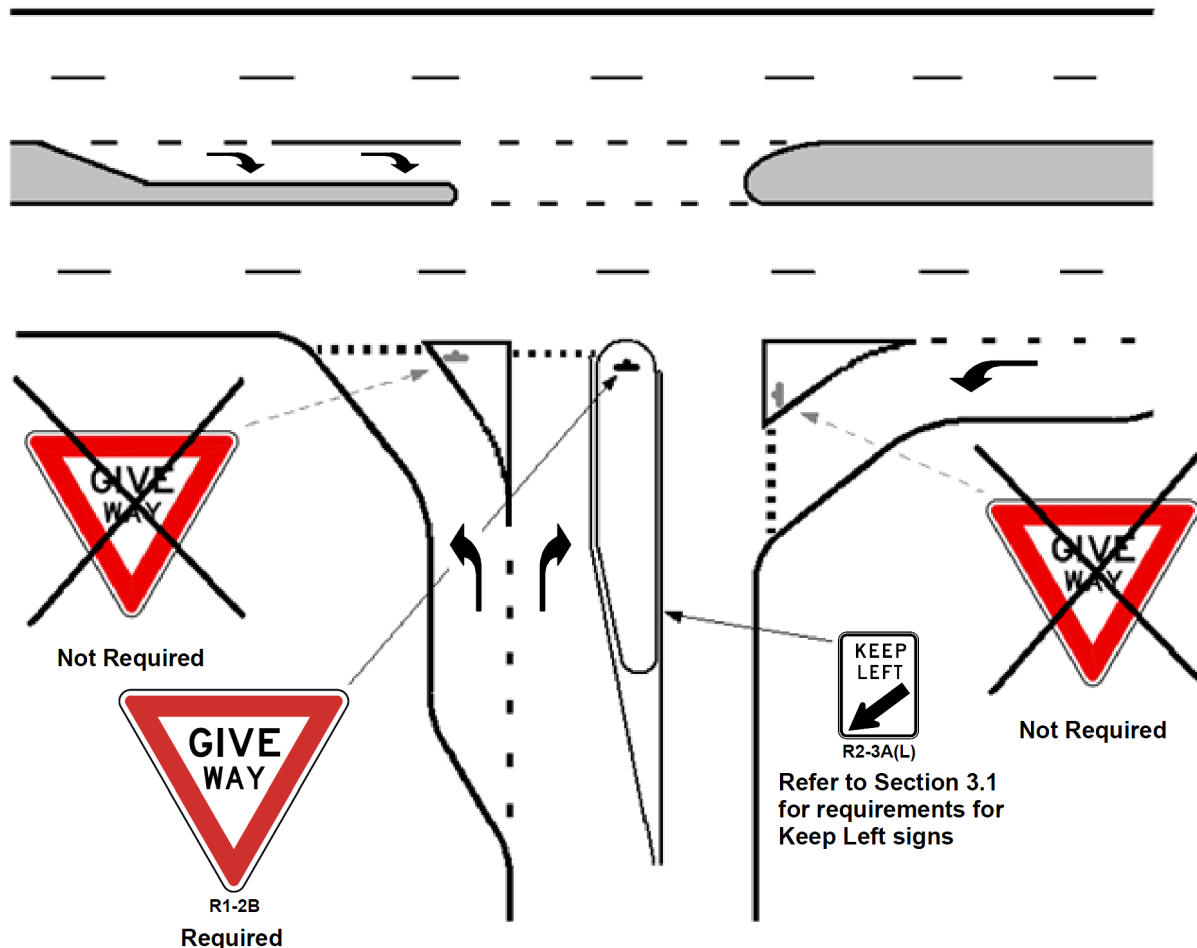


Figure 2.4: GIVE WAY Signs on a Terminating Leg with Slip Lane

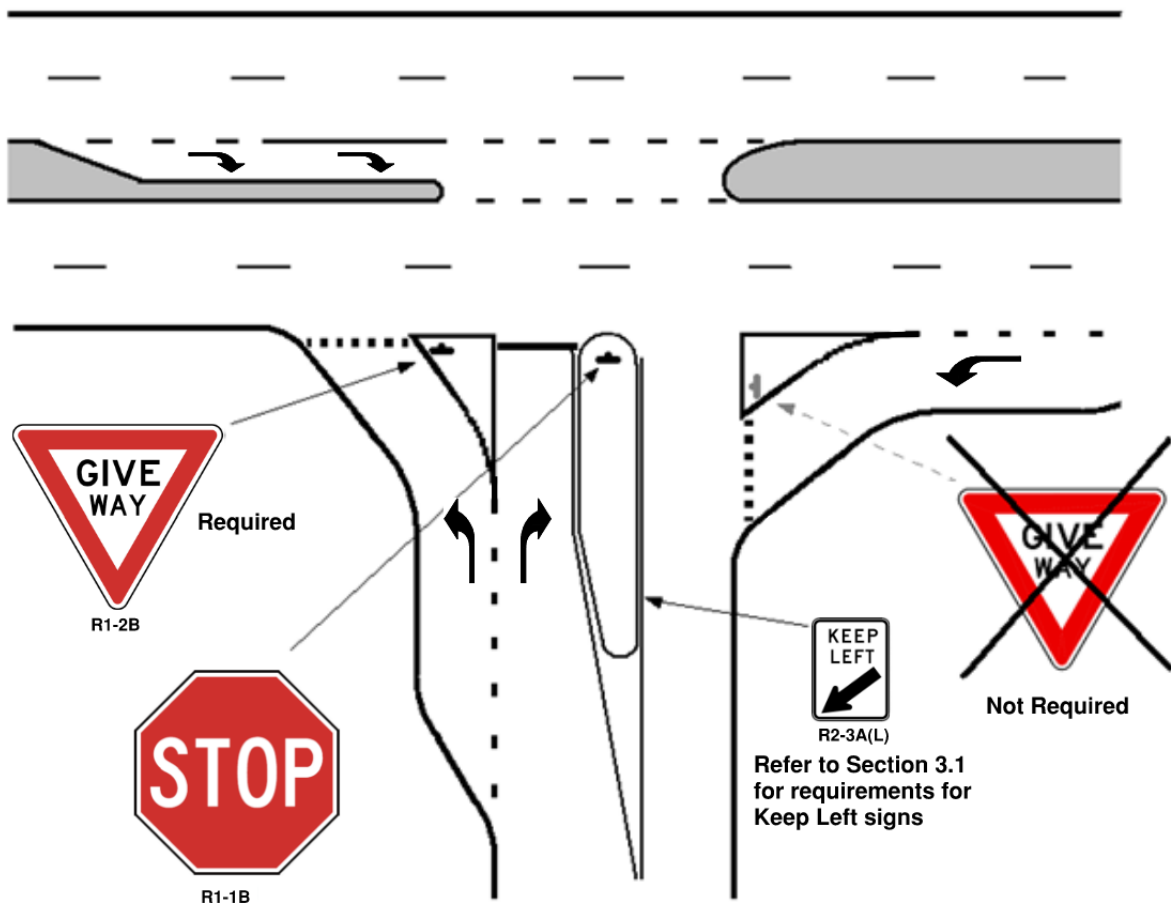


Figure 2.5: STOP and GIVE WAY Signs on a Terminating Leg with Slip Lane

2.8 Give Way Signs at Signalised Intersections with Slip Lanes

- At signalised intersections with slip lanes where the terminating slip lane is subject to GIVE WAY control, GIVE WAY signs shall be installed on all slip lanes subject to GIVE WAY control (refer [Figure 2.6](#)).

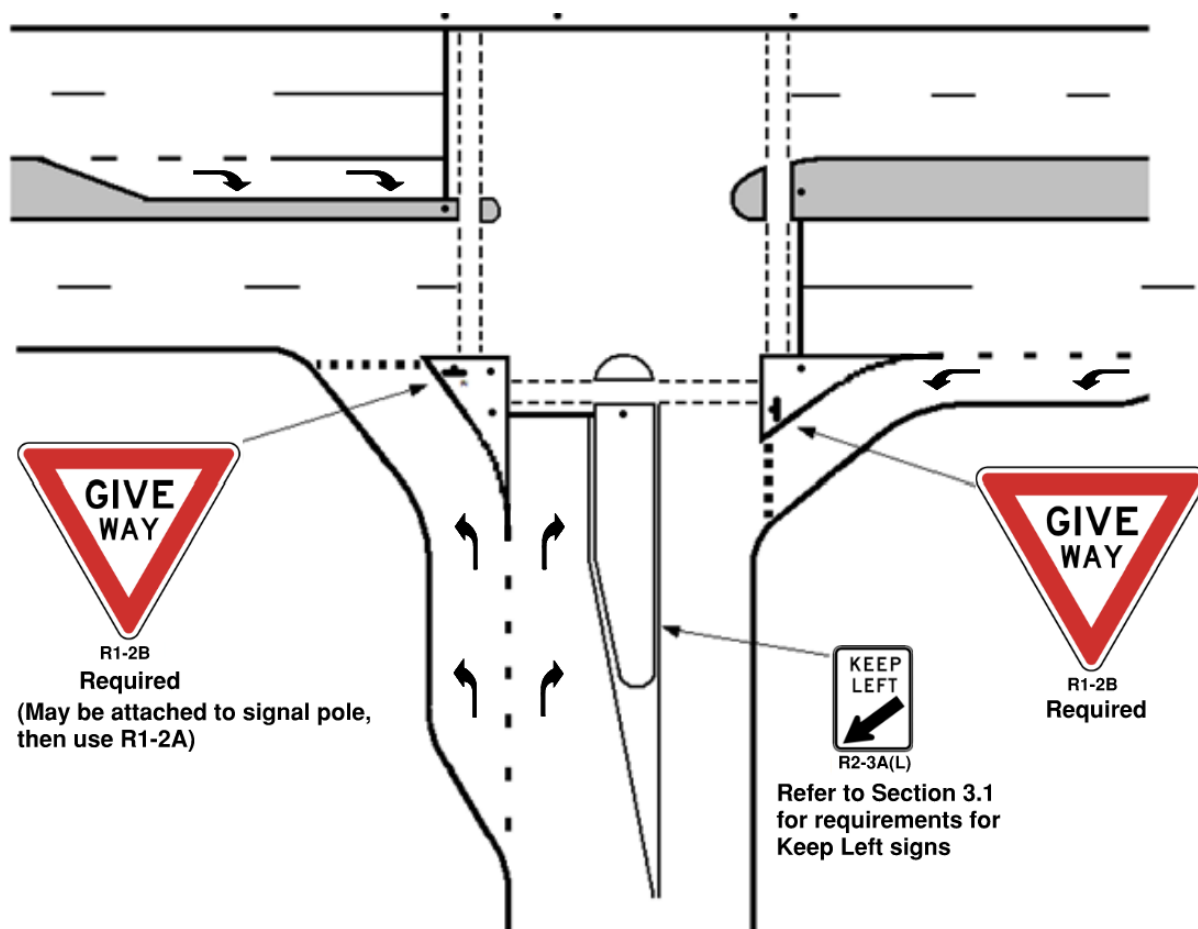


Figure 2.6: GIVE WAY Signs on Slip Lanes Subject to Give Way Control at a Signalised Intersection

3 KEEP LEFT SIGNS

3.1 Traffic Islands Preceded by a Dividing Line

KEEP LEFT signs shall be used on all median traffic islands or LATM devices (e.g. blister islands), which are preceded by a dividing line, except if the traffic island is ≤ 25 m long and is installed with a traffic control device (STOP / GIVE WAY / ROUNDABOUT sign or TRAFFIC SIGNALS) at the far end of the median traffic island, then a KEEP LEFT sign may not be required (refer to [Figure 3.1](#), [Figure 3.2](#) and [Figure 3.3](#)). For examples of KEEP LEFT signs used in conjunction with LATM devices, refer to Main Roads WA [Local Area Traffic Management](#) Guideline.

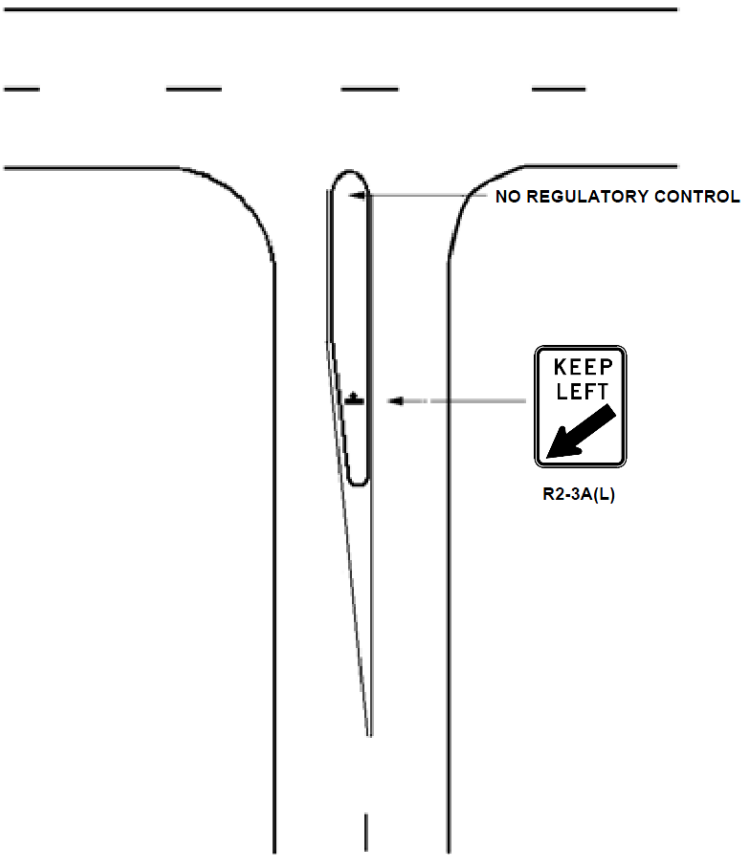


Figure 3.1: Median Traffic Island with no Regulatory Control

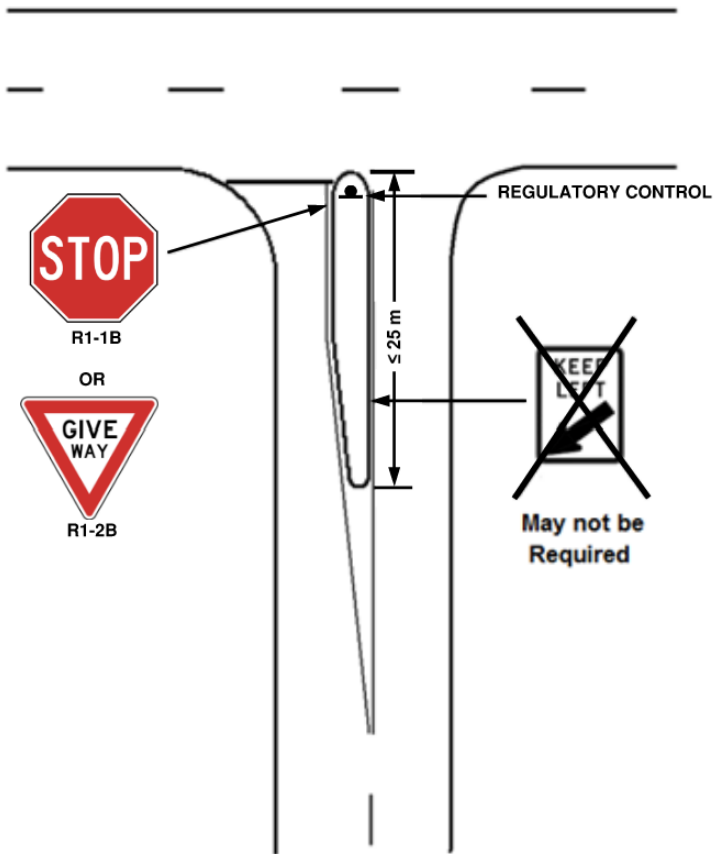


Figure 3.2: Median Traffic Island ≤ 25 m Long with a Traffic Control Device Installed on the Traffic Island

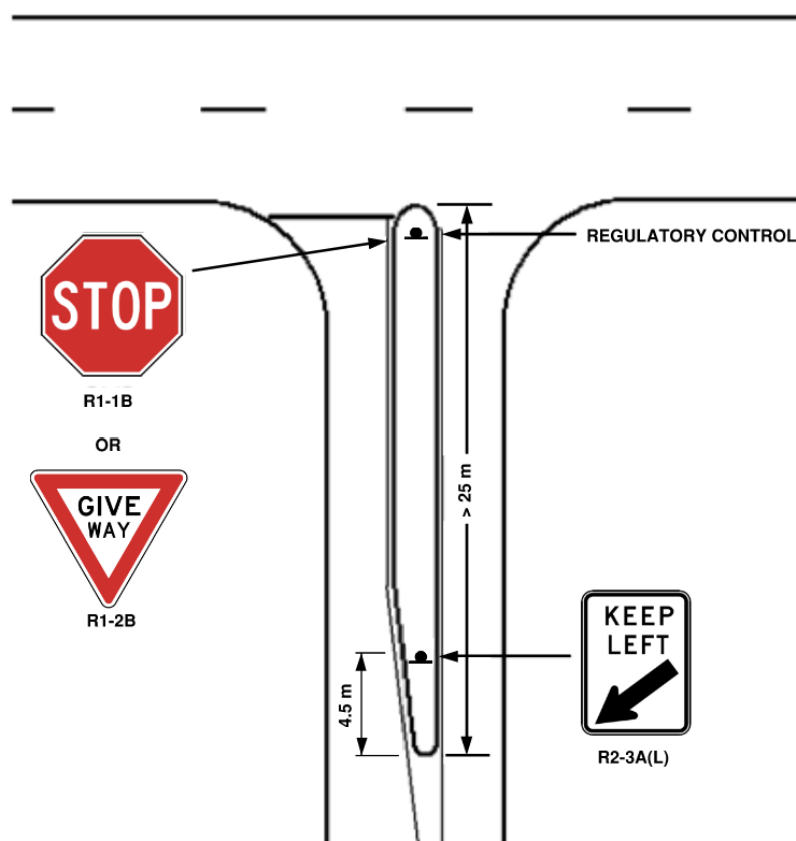


Figure 3.3: Median Traffic Island > 25 m Long with a Regulatory Control Device Installed on the Traffic Island

3.2 Traffic Islands Preceded by a Painted Island

KEEP LEFT signs are not required on raised median islands preceded by painted islands unless the raised island is hidden by a horizontal curve or vertical crest (refer [Figure 3.4](#)) and the Approach Sight Distance is restricted. If the Approach Sight Distance, measured from driver's eye height to the road surface (1.10 m to 0.0 m) is less than that given in the Main Roads WA Supplement to Austroads Guide to Road Design – Part 4A, Table 3.1, then a KEEP LEFT sign is required.

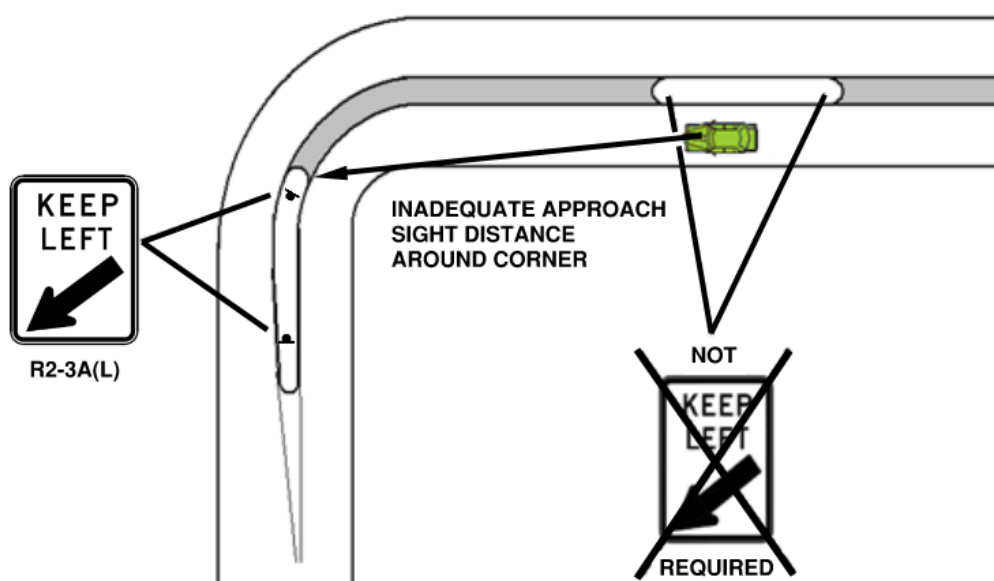
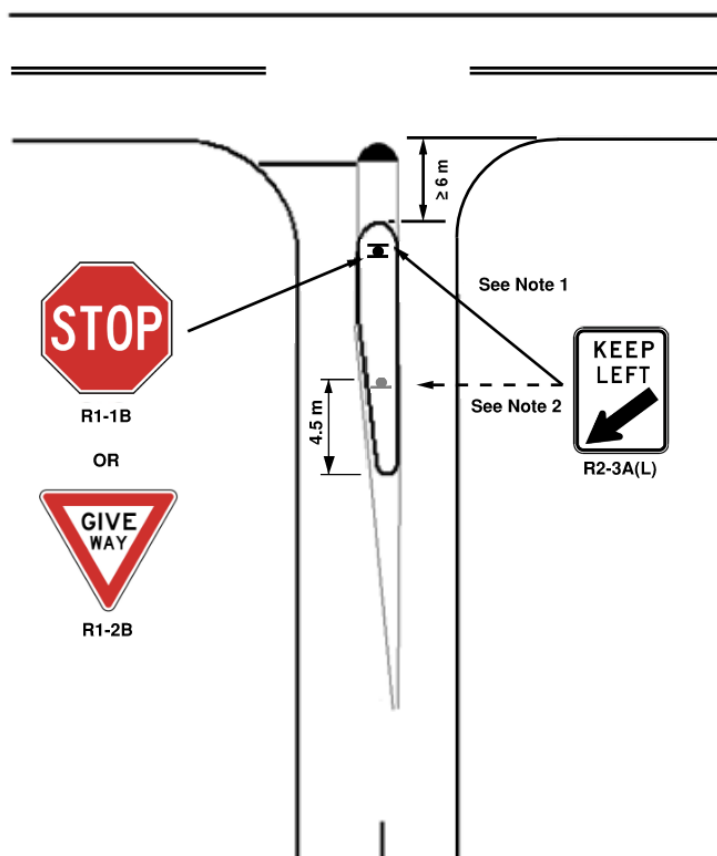


Figure 3.4: Traffic Islands Preceded by Painted Islands

3.3 Traffic Islands at Intersections (Terminating Roadway)

KEEP LEFT signs should be installed at the nose of a median traffic island located on the terminating leg of an intersection under the following circumstances:

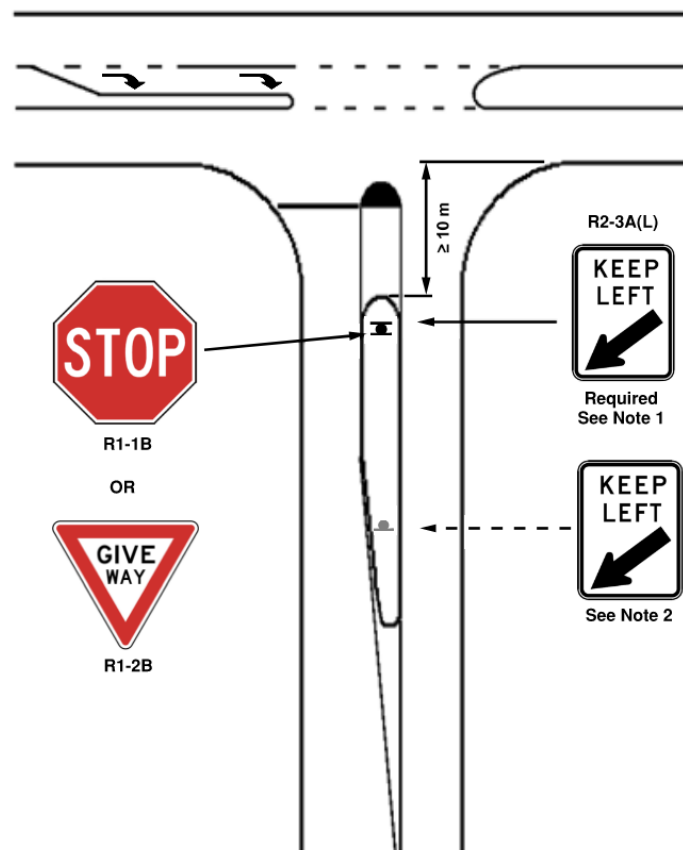
- If there is no island on the main through-road and the nose of the island on the terminating road is set back 6 m or more from the kerb-line or edge of the through road (refer [Figure 3.5](#)).
- If there is an island on the main through-road and the nose of the island on the terminating road is set back 10 m or more from the kerb-line or edge of the through road (refer [Figure 3.6](#)).



Note 1: KEEP LEFT sign on the nose of the island to be mounted on the reverse side of regulatory signpost, if installed.

Note 2: Refer to [Figure 3.2](#) and [Figure 3.3](#) to see whether KEEP LEFT sign is required in this position.

Figure 3.5: No Island on Main Roadway – Nose of Traffic Island on Terminating Road $\geq$ 6 m from Edge of Through Road



Note 1: KEEP LEFT sign to be mounted on the reverse side of regulatory signpost, if installed.

Note 2: Refer to [Figure 3.2](#) and [Figure 3.3](#) to see whether KEEP LEFT sign is required in this position.

Figure 3.6: Island on Main Roadway – Nose of Traffic Island on Terminating Road / 10m from Edge of Through Road

KEEP LEFT signs may be installed at the nose of a median traffic island located on the terminating leg of an intersection under the following circumstances:

- If there is no island on the main through-road and the nose of the island on the terminating road is set back < 6 m from the kerb-line or edge of the through road (refer [Figure 3.7](#)).
- If there is an island on the main through-road and the nose of the island on the terminating road is set back < 10 m from the kerb-line or edge of the through road (refer [Figure 3.8](#)).

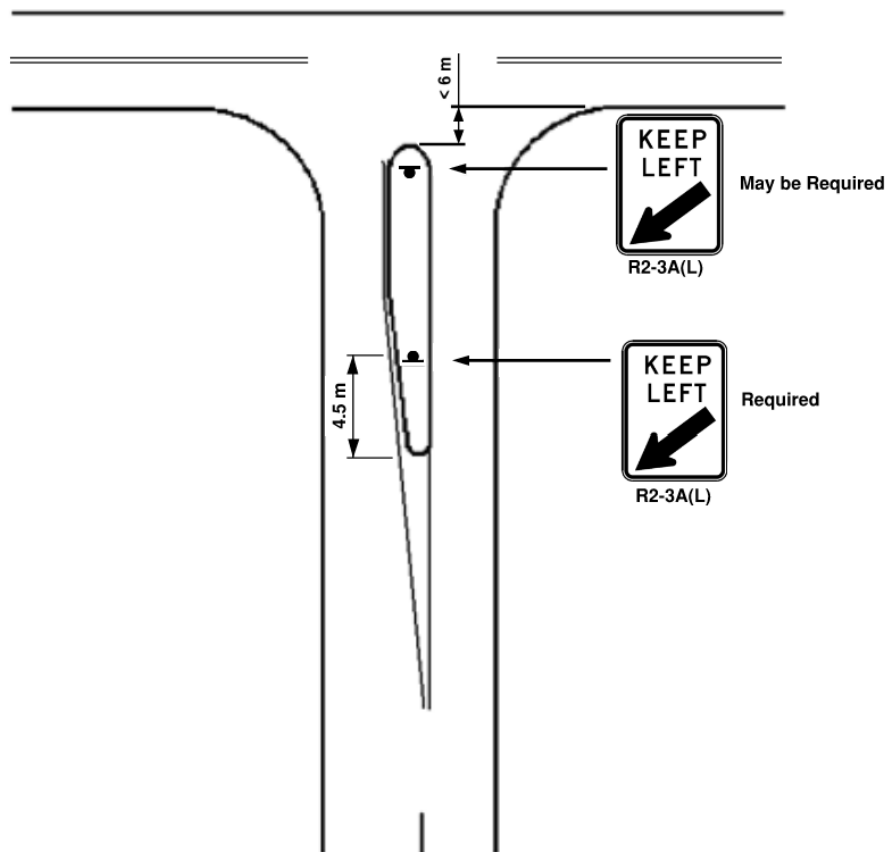


Figure 3.7: No Island on Main Roadway – Nose of Traffic Island on Terminating Road < 6 m from Edge of Through Road

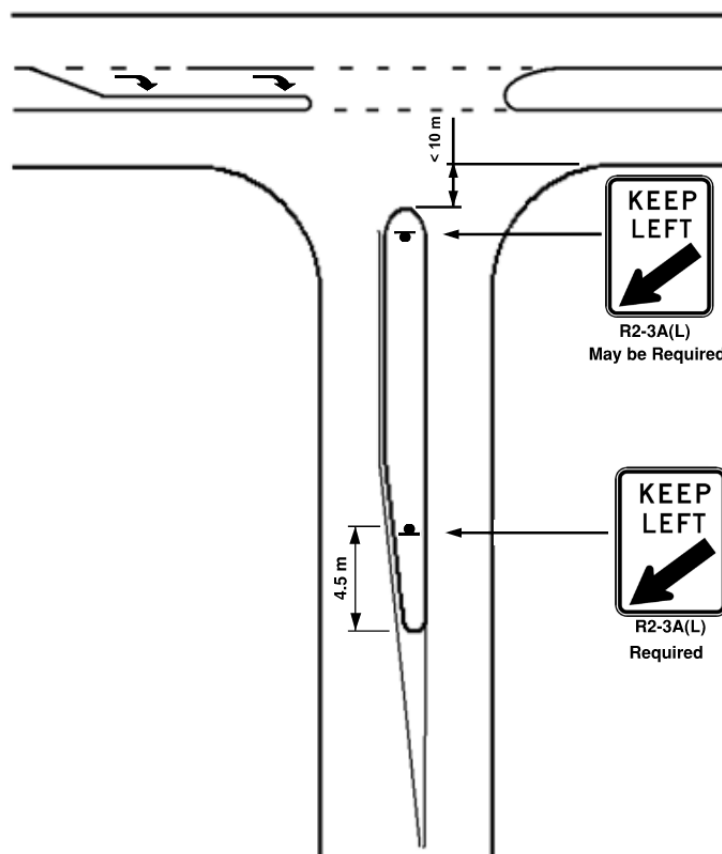


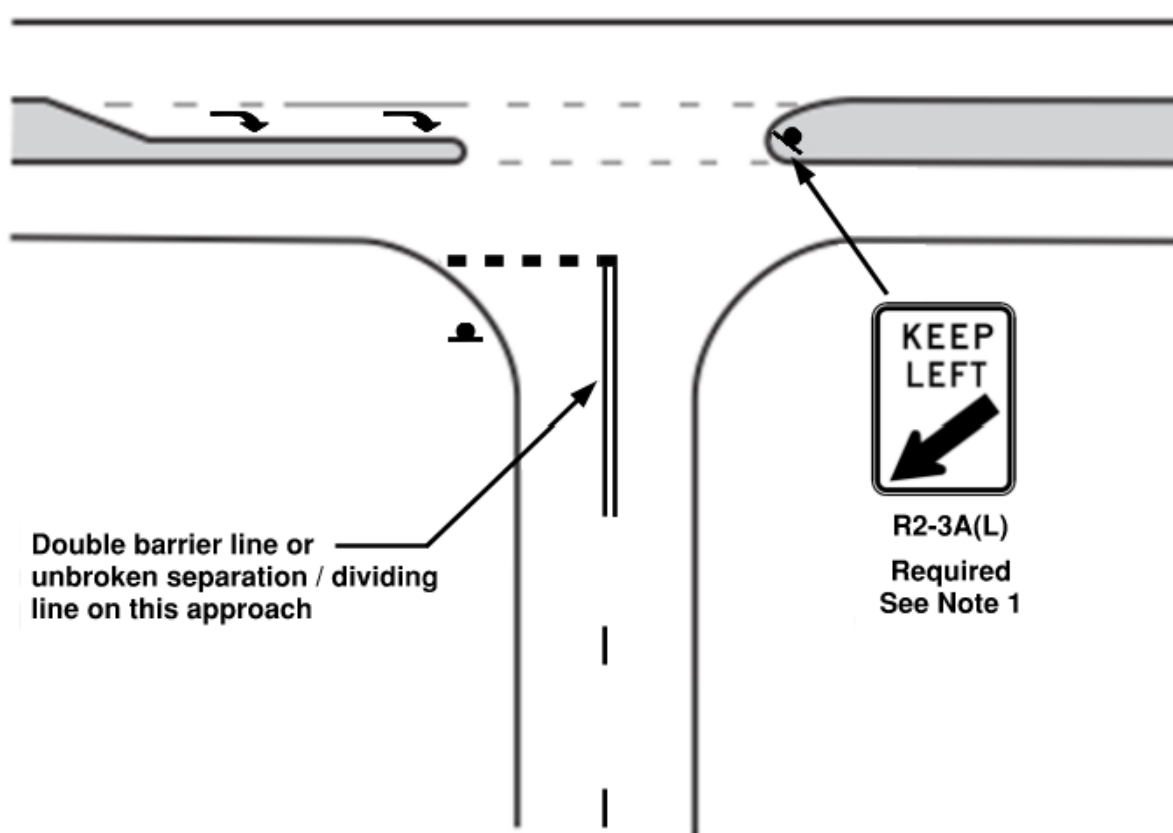
Figure 3.8: Island on Main Roadway – Nose of Traffic Island on Terminating Road < 10m from Edge of Through Road

3.4 Traffic / Median Islands at Intersections (Through Roadway)

KEEP LEFT signs should be installed at the front of a median island located on the through roadway of an intersection under the following circumstances:

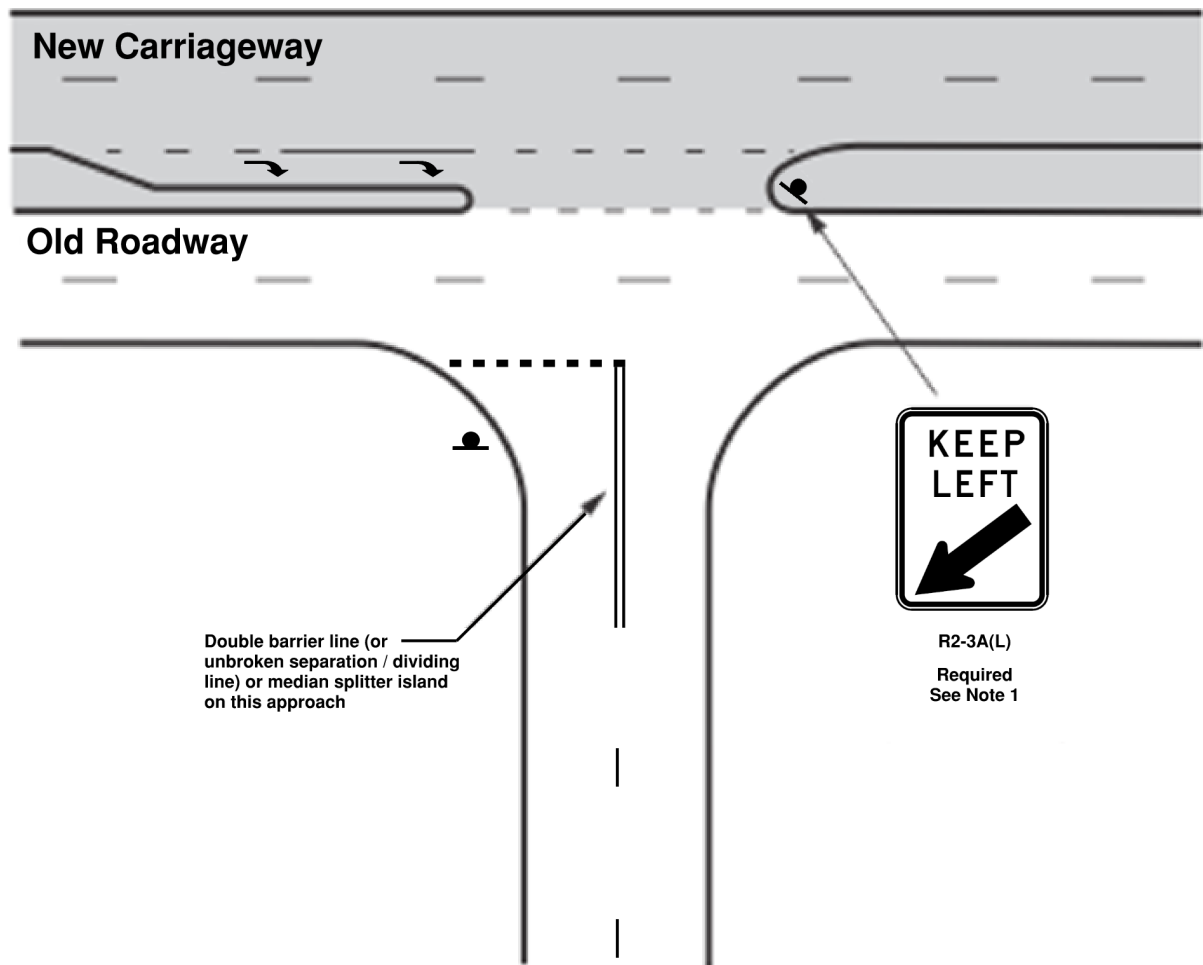
- If there is no island on the terminating leg of the intersection, but there is a dividing line (refer [Figure 3.9](#)).
- If the road layout of the main through road changes from a single to a dual carriageway and the second carriageway is constructed on the far side of the terminating leg (refer [Figure 3.10](#)).
- If the crown of the road or width of the median prevents you seeing the second carriageway.

A KEEP LEFT sign may also be installed at the front of a median island located on the through roadway of an intersection if the road layout is unclear and there is a danger of drivers turning right from the side road into the incorrect carriageway.



Note 1: KEEP LEFT sign should be angled towards the traffic on the terminating leg and should not obstruct sight distance for right-turning traffic from the major roadway into the terminating leg.

Figure 3.9: No Island on Terminating Roadway



Note 1: KEEP LEFT sign should be angled towards the traffic on the terminating leg and should not obstruct sight distance for right-turning traffic from the major roadway into the terminating leg.

Figure 3.10: Construction of a Second Carriageway on the far side of the Terminating Leg

3.5 Keep Left Sign Mounted on Traffic Signal Poles

KEEP LEFT signs shall not be located on traffic signal poles in the positions discussed in clauses 3.1 to 3.4, unless an exclusive lane exists (e.g. bus lane) and it is necessary to direct general traffic to one side of the island where the traffic signal pole is located and traffic in the exclusive lane to the other side. In these circumstances, the “KEEP LEFT” sign shall be supplemented with a suitable supplementary plate stating those vehicles to which the “KEEP LEFT” sign does not apply.

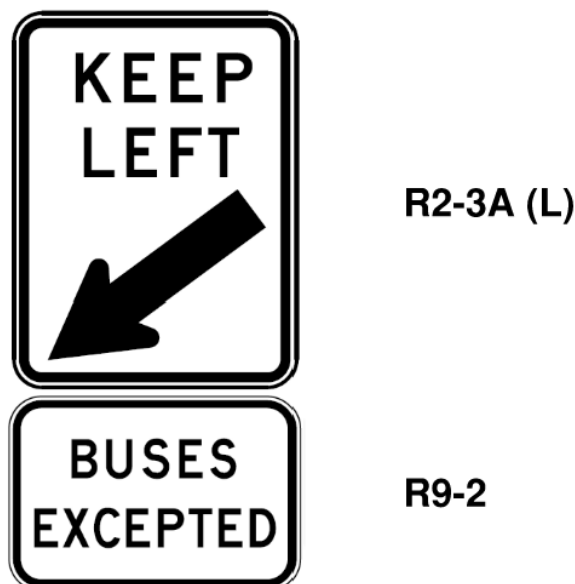


Figure 3.11: Example of a KEEP LEFT Sign that may be used in conjunction with Traffic Signals and an Exclusive Use Lane

3.6 Installation Position of Keep Left Signs

- Where KEEP LEFT Signs are installed with a preceding dividing line (clause [3.1](#)) or with a preceding painted median island (clause [3.2](#)), the distance from the nose of the island (or LATM device) should be 4.5 m.
- Where KEEP LEFT signs are installed at the front of a median traffic island located on the terminating leg of an intersection (clause [3.3](#)), the distance from the nose of the island to the KEEP LEFT sign should be ≥ 2.5 m without a pedestrian gap.
- Where a pedestrian gap exists the distance from the nose of the island to the KEEP LEFT sign can be < 2.5 m, unless the KEEP LEFT sign is mounted on the reverse side of a pole with a regulatory sign, in which case the distance from the nose of the island should be ≥ 2.5 m.
- Where KEEP LEFT signs are installed at the front of a median traffic island located on the through roadway (clause [3.4](#)), the distance from the nose of the island to the KEEP LEFT sign should be ≥ 2.5 m.

4 DIVISIONAL MARKERS

Divisional markers shall be installed on all traffic islands in the following circumstances:

- On multi-lane roadways where traffic is required to pass to either side of a pedestrian refuge island, where the angle of deflection is small.
- On multi-lane roadways where one lane is obliged to turn left or right (lane drop) and a traffic island is installed to assist in the channelisation of the lane drop. (Note, this differs from a left or right-turn slip lane, where the *added lane* is required to turn left or right).
- At intersections with left-turn traffic islands, which do not have a deceleration lane (refer [Figure 4.1](#)).
- At kerbed seagull islands, as per [Figure 5.1](#).

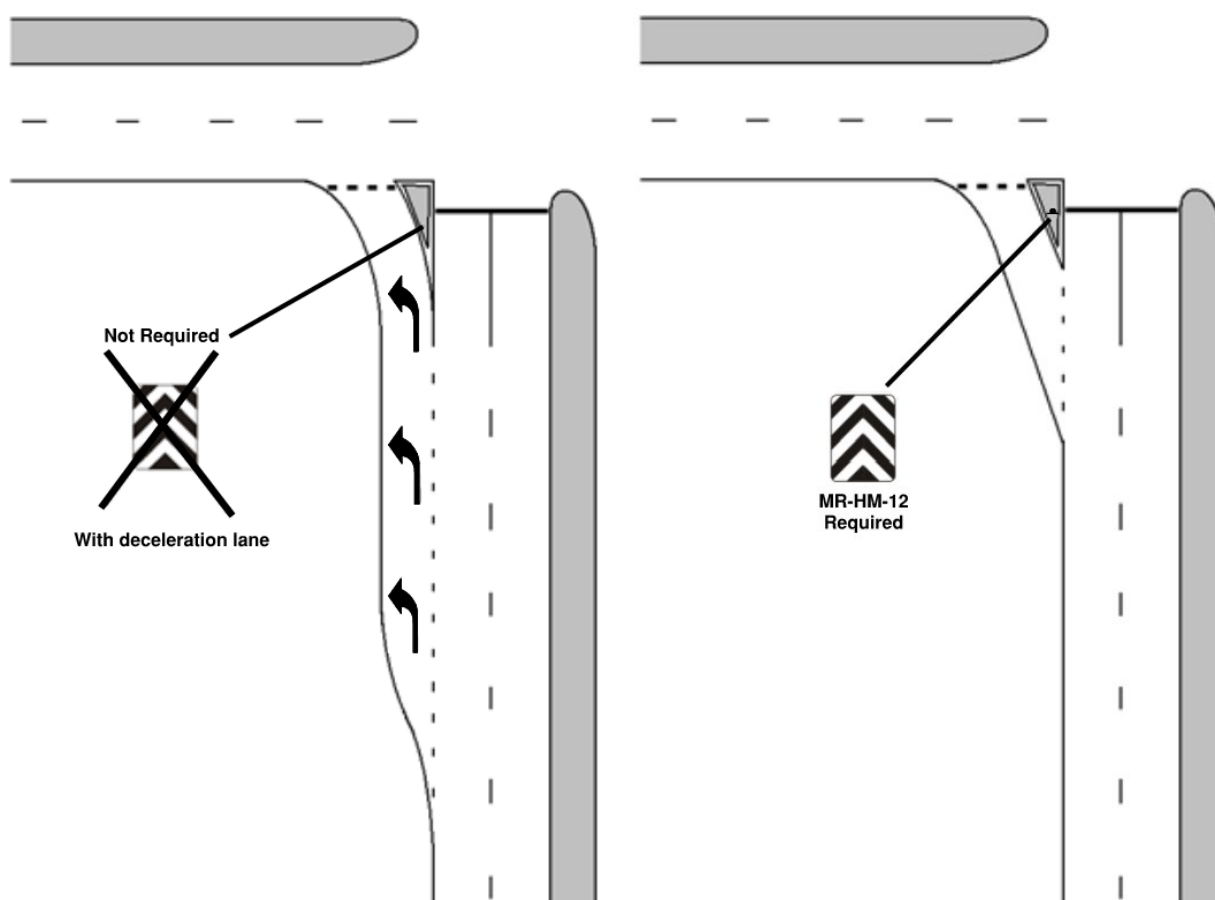
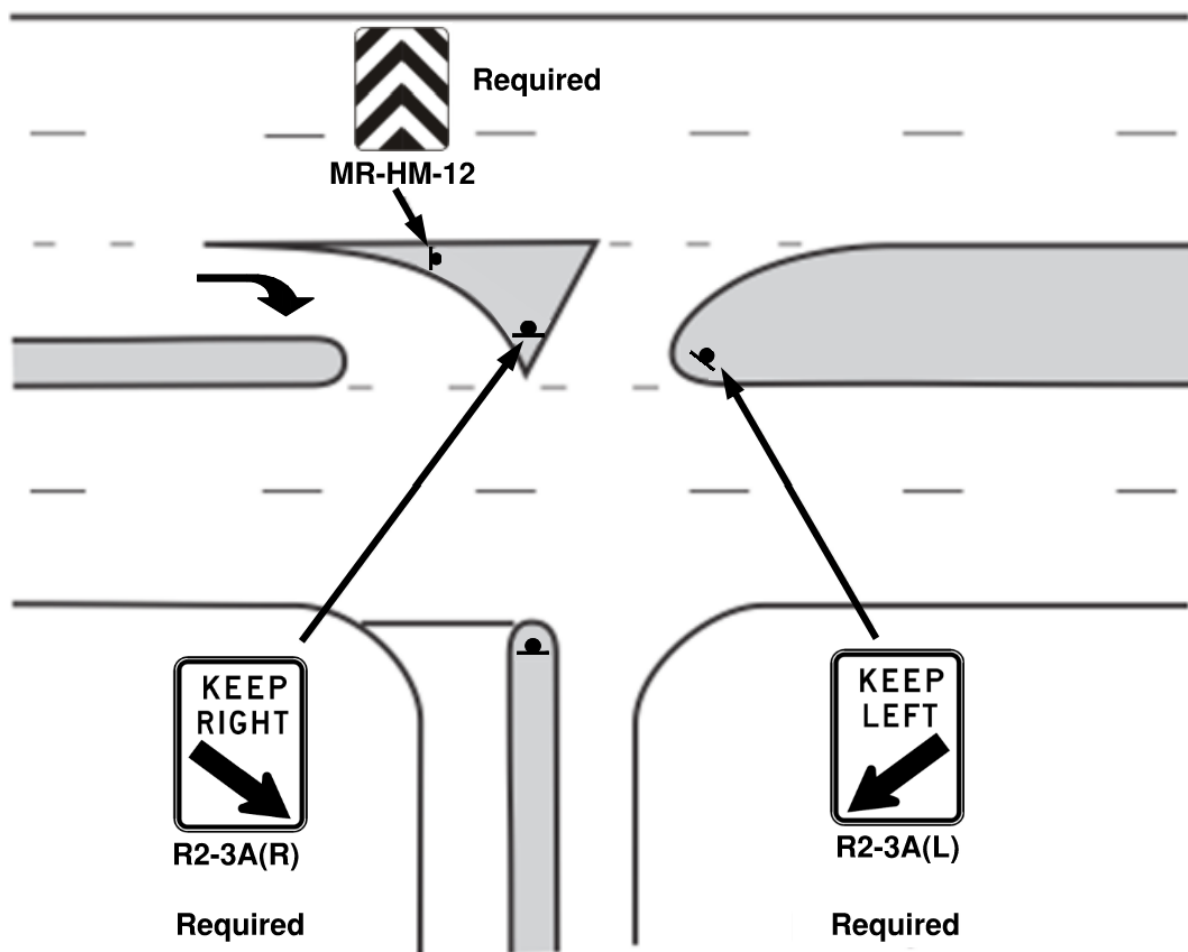


Figure 4.1: Divisional Markers at Left-turn Slip Lanes and Traffic Islands

5 SIGNS AT KERBED SEAGULL ISLANDS

Signs required at kerbed seagull islands shall be installed as per [Figure 5.1](#).



Note 1: KEEP LEFT sign should be angled towards the traffic on the terminating leg and should not obstruct sight distance for right-turning traffic from the major roadway into the terminating leg.

Figure 5.1: Signs at Kerbed Seagull Islands