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## Policy and Guidelines for Give Way Control Approaching Narrow Roads and One-Lane Bridges

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### Authorisation

As Executive Director Road Network Services, I authorise the issue and use of this Policy and Guidelines for Give Way Control Approaching Narrow Roads and One-Lane Bridges on behalf of the Commissioner of Main Roads.

A handwritten signature in blue ink, appearing to be 'A. Smith', written over a faint, illegible printed name.

EXECUTIVE DIRECTOR ROAD NETWORK SERVICES

Date: 10 / 12 / 14

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## REVISION STATUS RECORD

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Authorised by .....



Executive Director Road Network Services

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# Policy and Guidelines for Give Way Control Approaching Narrow Roads and One-Lane Bridges Crash Investigations

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## 1. POLICY STATEMENT

Main Roads will install and maintain Give Way control approaching narrow road sections and one-lane bridges where it is necessary for safety to allocate right of way to oncoming traffic flow.

## 2. PRELIMINARY

### 2.1 Definitions

Unless otherwise indicated in the text of this Guideline:

**AS** means Australian Standard.

**Built-up area** means roads that comply with the definition of built-up in the Road Traffic Code 2000.

**Give Way line** means a line that complies with Australian Standard 1742 Part 2.

**Give Way sign** means a sign that complies with Australian Standard 1742 Part 2.

**Local Area Traffic Management** means an area that complies with Australian Standard 1742 Part 13 and/or Main Roads Local Area Traffic Management guidelines.

**Local road** means any road under the control of Local Government.

**Main Roads** means Main Roads Western Australia.

**Oncoming traffic** means traffic that is approaching from the opposite direction.

**One-lane bridge** means a bridge described in Australian Standard 1742 Part 2 Clause 4.6.2.2.

**Open road** means a road that is not in a built-up area.

**Public road** means any road either under the control of Main Roads, Local Government, or any other road accessible by the public (eg DEC roads but excludes private roads).

**State road** means a highway and main road under the control of Main Roads Western Australia and includes national highways.

**TRIM** means the records and electronic document management system used by Main Roads.

### 2.2 Background

Safety at locations where there is a significant risk of vehicles colliding head-on is of considerable concern and must be remedied. Locations with high potential for this to occur include road sections that suddenly narrow from two lanes to a single lane. This is a particular problem where oncoming traffic is not visible for a sufficient distance to allow evasive action to be taken by one or both drivers. The solution to a particular problem may lie in improving visibility or widening a road/bridge, or erecting signs that either provide adequate warning to drivers or require a driver to give way to another vehicle. A combination of these improvements may be appropriate depending on the circumstances at a particular location.

The guidelines have been developed to address situations where for safety reasons it is appropriate to allocate priority to a vehicle travelling in one direction over traffic in the opposing direction. Give Way control may be used in these situations.

Two situations are specifically relevant:

- Where a carriageway that caters for two way traffic flow suddenly narrows to a single lane over a short length for traffic travelling in opposing directions, and
- One-lane bridges (including causeways, flood crossings, fords etc.).

The former may occur when a two lane carriageway suddenly reduces to one lane, or where Local Area Traffic Management devices such as slow points or chicanes have been installed in built-up areas. One-lane bridges are another situation where allocation of priority is appropriate on one of the approach directions.

Whilst one-lane cattle grids and gates are other situations where there is a potential for traffic in one direction to conflict with oncoming traffic, these devices are normally restricted to very low traffic volume gravel roads in pastoral areas with good visibility, where allocation of priority for safety reasons is not required. However, this policy and guideline may be adapted to one-lane cattle grids and gates for specific circumstances.

## **2.3 Purpose**

The purpose of this document is to detail Main Roads requirements for provision of Give Way control on roads approaching narrow road sections and one-lane bridges on applicable routes.

Main Roads primary objective of these guidelines is to provide a consistent approach to provision of Give Way control where narrow road sections and bridges are encountered and it is necessary for safety to allocate priority to traffic in one direction thus reducing the potential for road crashes.

# **3. APPLICATION**

## **3.1 Applicable Routes**

This Guideline applies to all public roads in Western Australia.

## **3.2 Scope of Application**

### **3.2.1 Road Narrowing from Two Lanes to One Lane**

#### **3.2.1.1 Open Road**

Give Way signs and accompanying Give Way lines shall be installed on sections of two lane carriageways that suddenly narrow to one lane for traffic in two directions where:

- The section of one-lane carriageway is short in length,
- Shoulders are of insufficient width to accommodate opposing traffic to safely pass, or are non-existent,
- Visibility of oncoming traffic is impaired and it cannot reasonably be improved to achieve sufficient stopping sight distance, and
- The two lane approach carriageway is sealed.

Additional requirements on the approach to the road narrowing include:

- Road Narrows (W4-3) warning sign in accordance with AS 1742.2 Section 4.7.3 and Give Way Ahead (W3-2) warning sign in accordance with AS 1742.2 Section 2.9.3 (b), and
- A maximum speed limit of 80 km/h through the narrowed road section, where the road is a speed zoned road,
- A speed buffer zone in advance of the narrowed road section in accordance with Main Roads Speed Zoning policy, where the speed reduction is more than 30 km/h, if the road is a speed zoned road,
- An Advisory Speed (W8-2) warning sign in combination with the Give Way Ahead warning sign, where the road is not speed zoned.

The Give Way sign and Give Way line shall be located at least 20 metres in advance of the one lane section or sufficient distance on a designated Restricted Access Vehicle route to allow an oncoming vehicle to pass without significant change of direction or speed.

### **3.2.1.2 Local Area Traffic Management Treatment**

Give Way signs and accompanying Give Way lines shall be installed on one approach to Local Area Traffic Management devices where only one lane of traffic is able to traverse the device at a time and it is necessary for safety to allocate priority to traffic in one direction.

Most Local Area Traffic Management devices are installed on Local Government roads, with the design of such treatments being under the control of Local Government. The Road Traffic Code provides the Commissioner of Main Roads with responsibility for signing and road markings at Local Area Traffic Management devices. Therefore Main Roads and Local Government share a common law duty-of-care to users of Local Area Traffic Management devices and are jointly responsible to ensure that treatments are constructed, signed and marked to an acceptable standard of safety. The provision of signs and markings, including Give Way signs and Give Way lines, should not be taken to compensate for inadequate or inappropriate design.

Most Local Area Traffic Management devices are designed to reduce operating speeds to 20 – 30 km/h through the device itself. Traffic signs and road markings as contained in AS 1742.13 and/or Main Roads Local Area Traffic Management guidelines, should apply to such devices. In determining whether safety is an issue and appropriate signing and road marking are to be installed, consideration shall be given to the following:

#### **3.2.1.2.1 Operating Speed and Sight Distance**

Approach speed and sight distance to Local Area Traffic Management devices shall be such that vehicles can stop at the Give Way sign or Give Way line if necessary. Warning signs shall be applied in accordance with AS 1742.13 and/or Main Roads Local Area Traffic Management guidelines where sight distance is restricted. Sight distance may dictate on which approach Give Way control should be installed. For a driver about to enter a device, it is important that the driver can see the oncoming vehicle and decide whether or not it is safe to proceed. Give Way control should be installed on the approach with the greatest sight distance, thus giving priority to the approach with least sight distance. However, traffic speed or steep gradient may also be considered, thus if one approach is faster or on a downgrade it may be desirable to give priority to the faster traffic or traffic on the downgrade.

### **3.2.1.2.2 Operating Speed and Sight Distance**

Local Area Traffic Management devices with only one lane are usually applied to roads with traffic flows below 1000 vehicles per day. As such other factors are likely to determine whether Give Way control is required and on which approach it should be installed. However there may be circumstances where one direction of traffic flow is very high in comparison to the other direction. If all other factors are equal, it is appropriate to install Give Way control to the direction with the lesser flow.

The Give Way sign and Give Way line shall be located at least 20 metres in advance of the one lane section or sufficient distance on a designated bus route to allow an oncoming vehicle to pass without significant change of direction or speed.

### **3.2.2 One-Lane Bridges on Two-Way Carriageways**

One-lane bridges are defined in AS 1742.2 as being those where the width between bridge kerbs is either less than 5 metres, or less than 5.5 metres if the proportion of trucks and buses is greater than one third of the traffic using the bridge, or the approach alignment is poor. For the purpose of this Policy and Guideline, other structures such as causeways, floodways and fords shall be considered for treatment similar to one-lane bridges.

Treatment shall be in accordance with AS1742.2 Section 4.6.2.2 with the exception as follows:

- Give Way Ahead (W3-2) warning sign shall be used on the approach to which Give Way control is applied, and
- A maximum speed limit of 80 km/h through the narrowed road section, where the road is a speed zoned road,
- A speed buffer zone in advance of the narrowed road section in accordance with Main Roads Speed Zoning policy, where the speed reduction is more than 30 km/h, if the road is a speed zoned road,
- An Advisory Speed (W8-2) warning sign in combination with the Give Way Ahead warning sign, where the road is not speed zoned.
- Non-overtaking zone double barrier lines shall be installed for a minimum distance from the Give Way line in accordance with AS1742.2 Table 5.1, where the approach carriageway is at least 5.5 metres wide.

Note: Under no circumstances should traffic from both directions be required by signs or road marking to Give Way.

## **4. APPROVAL**

Proposed Give Way Control Approaching Narrow Road Sections and One-Lane Bridges shall be recommended by the Manager Traffic Management Services for the Metropolitan Region, or the relevant Regional Director/Manager in the Regional Office.

All proposed Give Way Control Approaching Narrow Road Sections and One-Lane Bridges shall be approved by the Executive Director Road Network Services, prior to implementation.

### **END OF POLICY AND APPLICATION GUIDELINES**