Angle R2-3A(L) 'Keep Left' sign to maximise visibility from the turning position of a right turn vehicle.

Centre line - Refer Note 1.

Departure side of junction - Refer SD-84.001 for notes regarding junction continuity lines.

Urban Junction With Traffic Island

Typical Arrangement

SD-84.002 - Typical Arrangement

NOTES

1. Centre line is shown indicatively as separation line. Actual line type will vary according to site specific conditions.
2. Traffic island location and geometry will typically be determined by design vehicle swept paths.
3. Typically at minor low volume urban road T-junctions where the junction priority is clear that the 'Giving Way at a T-intersection' road rule applies, junction central signs and holding line pavement markings may be omitted. Cross intersections must be provided with junction controls on each minor side road approach. Markings shall always be provided.
4. On narrow side roads the barrier line may be shortened to 15m so that kerb side parking is not unnecessarily restricted. In locations with severely restricted space an absolute minimum of 9m may be adopted.
5. Where a pedestrian refuge is provided at junction islands, hazard board signage shall not be used.

REFERENCE DRAWINGS:

- SD-81.001 - Standard Line Types and Codes
- SD-81.002 - Raised Pavement Markers
- SD-81.005 - Traffic Island Approach Markings
- SD-84.001 - Urban Junction Without Traffic Island - Typical Arrangement