



# Delineation

Section 11 - Pavement markings at roundabouts

The delineation guidelines have been developed to assist in designing and maintaining a quality delineation system.

The guidelines are to comprise 19 sections and an appendix. These are initially being released individually and in no specific order. The sections which are to be released are as follows:

<b>Part</b>	<b>Title</b>
Section 1	Introduction
Section 2	Delineation principles
Section 3	Pavement markings
Section 4	Longitudinal markings
Section 5	Enhanced longitudinal markings
Section 6	Transverse markings
Section 7	Transverse markings - Pedestrian facilities
Section 8	Diagonal and chevron markings
Section 9	Messages on pavements
Section 10	Pavement arrows
Section 11	Pavement markings at roundabouts
Section 12	Pavement markings for bicycle facilities
Section 13	Pavement markings for kerbside parking restrictions
Section 14	Maintenance of pavement markings
Section 15	Raised pavement markers
Section 16	Guide posts and delineation of safety barriers
Section 17	Alignment signs and markers
Section 18	Delineation systems
Section 19	Delineation management and audit
Appendix A	Locating and setting out of dividing (barrier) lines

To determine which sections are currently available go to:

[www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/delineation\\_dll.html](http://www.rta.nsw.gov.au/doingbusinesswithus/downloads/technicalmanuals/delineation_dll.html)

The information contained in the various parts is intended to be used as a guide to good practice. Discretion and judgement should be exercised in the light of the many factors that may influence the choice of delineation devices in any situation. The guidelines make reference, where relevant, to current Australian Standards and are intended to supplement and otherwise assist in their interpretation and application.

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# Delineation

## Section 11

# PAVEMENT MARKINGS AT ROUNDABOUTS

Special Note:

As from 17 January 2011, the RTA is adopting the Austroads Guides (Guide to Traffic Management) and Australian Standards (AS 1742, 1743 & 2890) as its primary technical references.

An RTA Supplement has been developed for each Part of the Guide to Traffic Management and relevant Australian Standard. The Supplements document any **mandatory** RTA practice and any complementary guidelines which need to be considered.

The RTA Supplements **must** be referred to prior to using any reference material.

This RTA document is a complementary guideline. Therefore if any conflict arises, the RTA Supplements, the Austroads Guides and the Australian Standards are to prevail.

The RTA Supplements are located on the RTA website at [www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)





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***For the latest amendments (if any) to these guidelines go to:***

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### Amendment record

Please note that the following updates have been made to this document.

Amendment No	Page	Description	Issued	Approved By
1	11-1	Width of line Type TB altered	December 2010	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation

## 11.1 General

A roundabout is a channelised at grade intersection at which all traffic moves clockwise around a central traffic island.

A multi-lane roundabout is a roundabout with one or more entry and/or exit lanes and part or all of the circulating carriageway designed for or operated as two lanes of traffic.

Roundabouts are generally not to have more than two circulating lanes.

A spiral curve pavement marking is the pavement marking used to introduce an additional lane within the circulating carriageway (See Figure 11.5) of a multi-lane roundabout or to direct traffic from a single lane entry into an outside circulating lane.

A splitter island is a traffic island placed within a leg of the roundabout separating entering and exiting traffic and designed to deflect entering traffic.

The pattern and dimensions for line marking at a roundabout are shown in the Table 11.1.

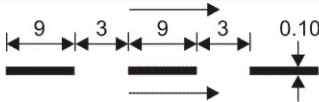
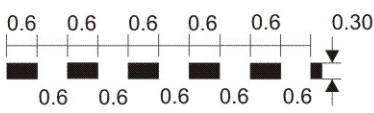
Line Type	Use	Dimensions (m) (for dimensions shown * see marker spacing column)	Colour
L4	Exit lane line on multilane roundabouts		White
TB	Holding Line		White

Table 11.1: Linemarkings at Roundabouts

Holding lines at roundabouts are installed in accordance with the general principles applied to other intersection types. The leading edge of the holding line forms a prolongation of the kerb and the painted outline of the traffic island on the approach.

## 11.2 Applications of pavement markings at roundabouts

Pavement arrows (refer to Section 10 for pattern and dimensions) are installed on the approaches to a multi-lane roundabout to make the entry lane selection mandatory. In addition, exit line marking (L4) is marked on the circulation carriageway to assist motorists to choose the correct lane when exiting the roundabout.

Examples of various types of roundabouts are given in Figures 11.1 to 11.4.

The multi-lane roundabouts with dual right turn pavement markings are shown in Figure 11.5.

Notes:

- The entry immediately to the right of a dual lane right turn must be a single lane entry or a dual lane entry with a mandatory left turn.
- The single entry lane must spiral to the outside circulating lane to avoid a conflict between the single right turn vehicle exiting from the centre lane and the right turning vehicle circulating in the outside lane.
- Consecutive dual right turns are not permitted



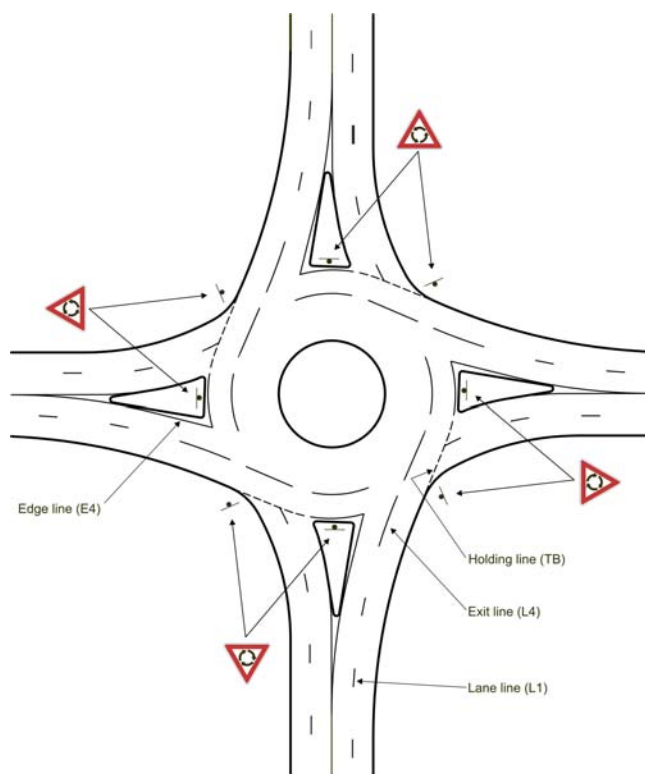


Figure 11.1: Roundabout pavement markings, four 2 lane entry/exits

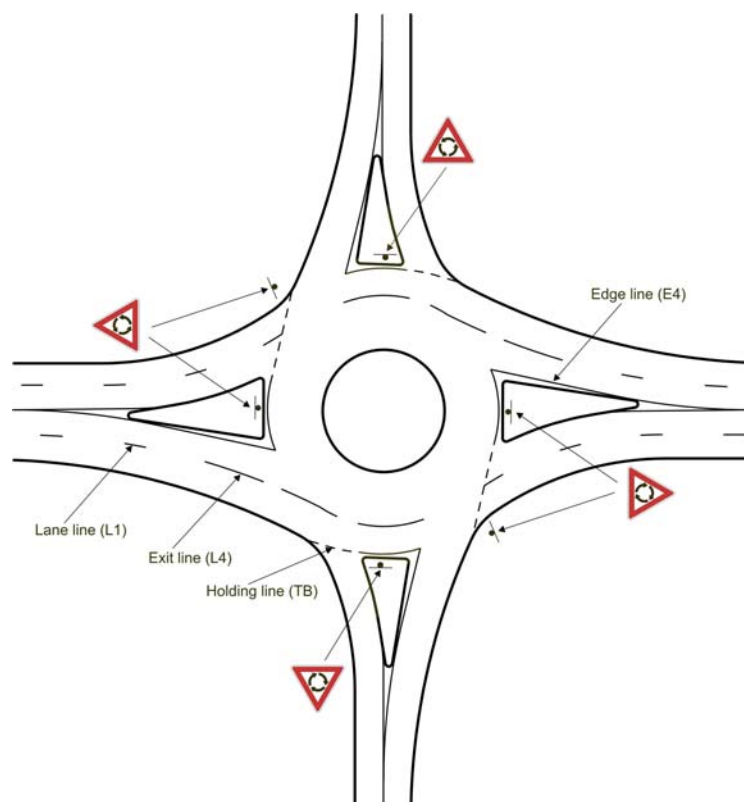


Figure 11.2: Roundabout pavement markings, two 2 lane entry/exits with two 1 lane entry/exits

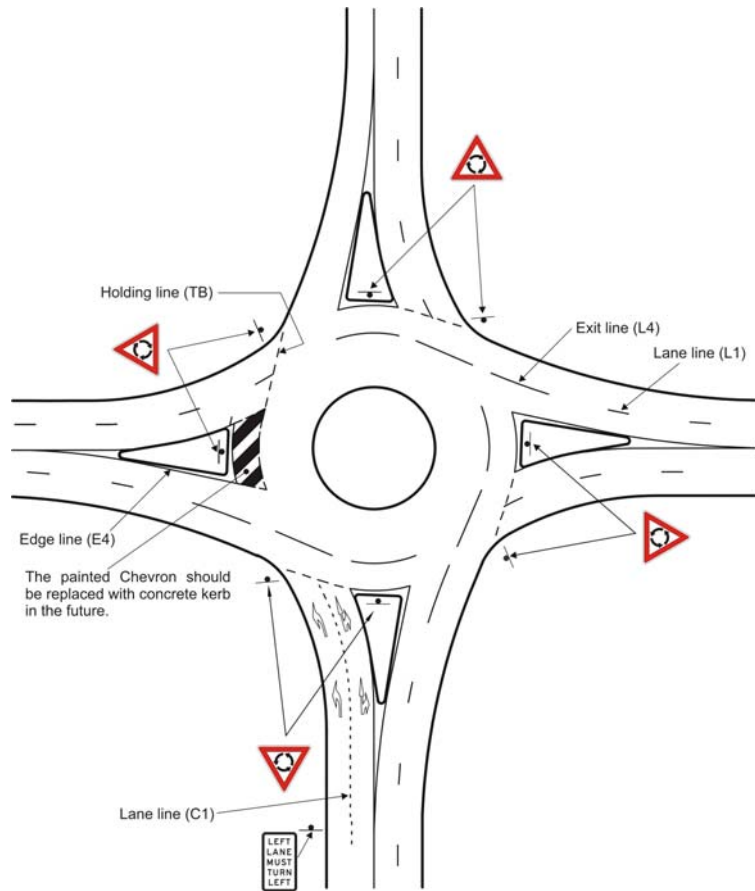


Figure 11.3: Roundabout pavement markings, four 2 lane entry/exit with one exclusive left turn lane.

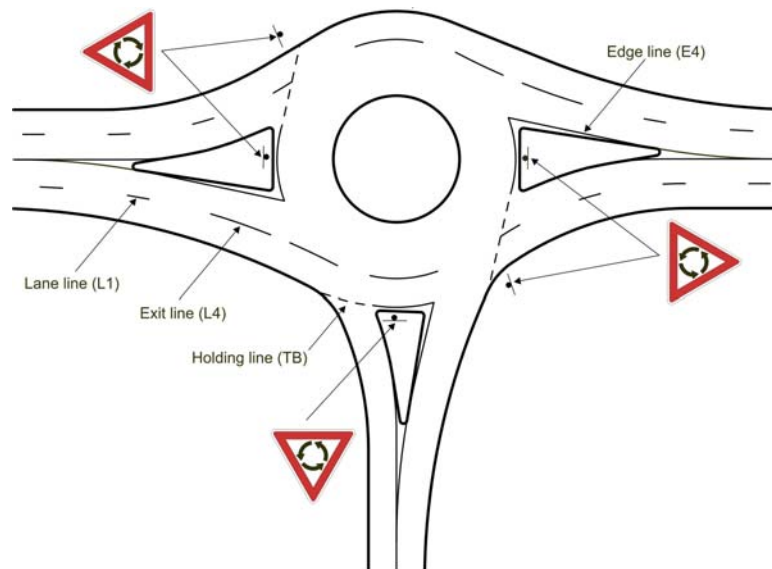


Figure 11.4: Roundabout pavement markings, T junction with two 2 lane and one 1 lane entry/exit

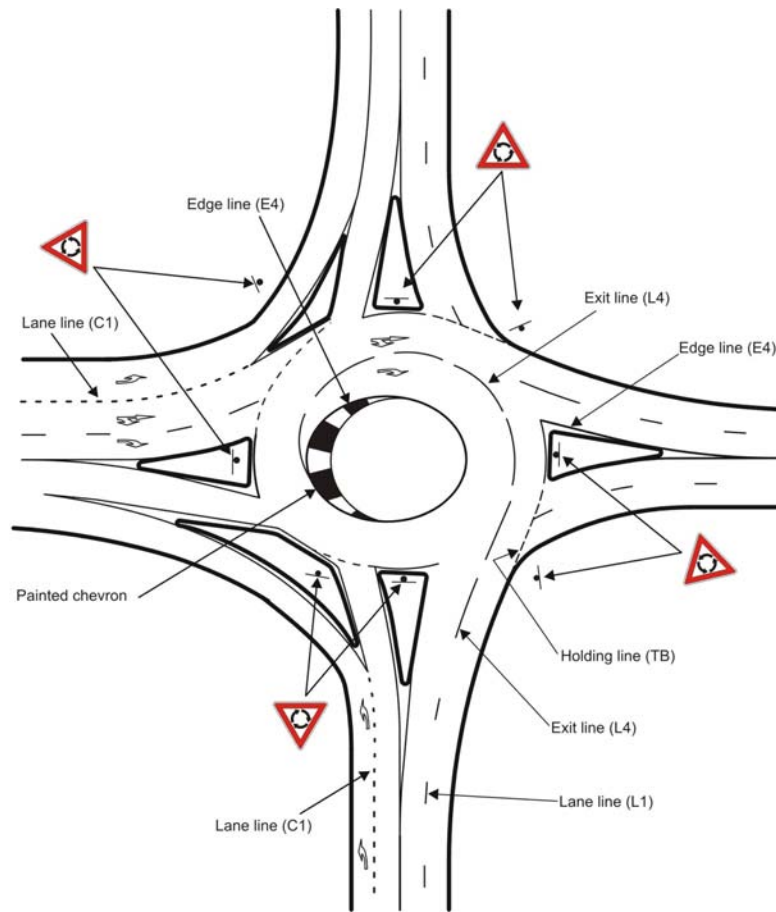


Figure 11.5: Roundabout pavement markings, dual right turn on one approach

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**For further enquiries**

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