Delineation

Section 6 - Transverse markings
The delineation guidelines have been developed to assist in designing and maintaining a quality delineation system.

The guidelines are to comprise 19 sections and 2 appendices. These are initially being released individually and in no specific order. The sections which are to be released are as follows:

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To determine which sections are currently available go to:

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.
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
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6.1 General

Transverse markings are marked across or partly across the road in association with certain traffic control devices, such as traffic signals and stop lines. Transverse markings are wider than longitudinal lines to compensate for the low angle at which they are viewed.

Transverse markings consist of:

1. Stop Lines

![Figure 6.1: Stop line at signals](image)

2. Give Way Lines

![Figure 6.2: Give way line at roundabout](image)
3. Marked Foot Crossings

Figure 6.3: Marked Foot Crossings

4. Pedestrian Crossings (Zebra)

Figure 6.4: Pedestrian Crossings (Zebra)

The patterns and dimension of transverse pavement markings are shown in Table 6.1.

Where warranted, they shall be used as described in Section 6.2 to 6.4.
Table 6.1: Transverse Markings
(Dimensions are in mm unless otherwise stated)

### 6.2 Stop lines

(a) A stop line (TF line) is an unbroken line, which shall be marked across the traffic lanes approaching a traffic control device where the traffic is required to stop. A stop line indicates the point behind which vehicles must stop, when required.

(b) It shall extend from the left-hand edge of the pavement to the dividing line, median, or in the case of a one-way street, to the right-hand edge of pavement.
(c) While a stop line is regulatory, it should only be used in conjunction with another device (stop sign, traffic signals or railway level crossings), which also requires a driver to stop under prescribed conditions.

6.2.1 Stop lines at stop signs, traffic signals and railway level crossings

(a) A stop line shall be 300 mm wide (TF) at STOP signs, traffic signals or railway level crossings.

Figure 6.5: TF Stop lines

(b) The positioning of the stop line at STOP signs should take into account:

(i) The driver’s line of sight both left and right

(ii) The needs of pedestrians and

(iii) The clearance from traffic in the intersecting road

(c) The position of the stop line at traffic signals should be not less than 1200mm in advance of the Marked Foot Crossing lines.

Note: This distance should be measured from the departure edge of the stop line to the leading edge of the first crossing line.

The distance, between the pedestrians and vehicles, may need to be increased in difficult locations, to provide a sufficient safety margin. Such locations may be where vehicles tend to overshoot the stop line.
(d) Stop lines should generally be either parallel to the line of the intersecting road, or at right angles to vehicles approaching the line.

(e) Use of stop lines at railway level crossing is given in AS 1742.7.

6.3 Give Way lines

(a) A holding or give way line (TB line) shall comprise a broken line 300 mm wide with line segments 600 mm long separated by 600 mm gaps. It shall be marked across the traffic lanes approaching a traffic control device where the traffic is required to slow down and give way according to the road rules. A holding or give way line indicates the point behind which vehicles must stop, if required.

(b) While a holding or give way line is regulatory, it should only be used in conjunction with another device (e.g. give way sign), which also requires a driver to give way under prescribed conditions.

![Figure 6.6: Give way lines](image)

6.3.1 Use of Give way or holding lines

(a) To indicate the safe position for a vehicle to be held at a GIVE WAY sign. The line shall extend from the left-hand edge of the pavement to the dividing line, median, or in the case of a one-way street, to the right-hand edge of pavement.

(b) To indicate the safe position for a vehicle to be held at a roundabout, before entering. The line shall be placed on the left-hand side of the road on the edge of the circulating roadway. Refer to Section 11 for details.

(c) To indicate the safe position for a vehicle to stop, if required, at a railway level crossing without regulatory control devices. Refer to Section 6.4.3 for details.
(d) To indicate the safe position for a vehicle to be held, in any other location where a driver is legally required to give way to an intersecting traffic stream.

6.4 Application of Stop Lines and Holding Lines at intersections

(a) The pavement markings associated with STOP and GIVE WAY signs shall be a line across the mouth of the intersection as follows:

(i) At a STOP sign, a stop line (TF) shall be used for the left-hand side of the road.

(ii) At a GIVE WAY sign, a holding line (TB) shall be used for the left-hand side of the road.

(iii) A broken line 150 mm (TB1) shall be continued on the right half of two-way roads. It provides continuity of the driving line for the through traffic as an extension of kerb line. This is particularly important in the case of wide or flared intersections, some of which are also on the outside of curves.

(b) The Stop and Give Way lines are normally placed on the prolongation of the kerb line or edge line, but may be set back if there is a problem of vehicles over-running the line, or if it is desired to hold vehicles back some distance from the intersecting roadway.

Specifications of the stop lines and holding lines, in various situations are given in Figure 6.7 to Figure 6.10.
6.4.1 Urban Area

6.4.1.1 Stop Sign

Transverse markings at a stop sign are shown in Figure 6.7

![Figure 6.7: Transverse line at a stop sign](image)

(Dimensions are in mm unless otherwise stated)

6.4.1.2 Stop Sign with Pedestrian Crossing

Transverse markings at a stop sign with a pedestrian crossing are shown in Figure 6.8

![Figure 6.8: Transverse line at a stop sign with pedestrian crossing](image)

(Dimensions are in mm unless otherwise stated)

6.4.1.3 Give Way Sign

Transverse markings at a give way sign are shown in Figure 6.9

![Figure 6.9: Transverse line at a give way sign](image)

(Dimensions are in mm unless otherwise stated)
6.4.1.4 Traffic Signals

Transverse markings at a traffic signal are shown in Figure 6.10. Refer to RTA’s document – ‘Traffic Signal Design’ for more details.

![Figure 6.10: Transverse lines at traffic signals](image)

6.4.2 Rural Area

6.4.2.1 Stop or Give Way sign at junction with gravel road

![Figure 6.11: Transverse lines at a stop & give way sign at a junction with gravel road](image)

6.4.2.2 Stop or Give Way sign at junction with sealed road

![Figure 6.12: Transverse lines at a stop & give way sign at a junction with sealed road](image)
6.4.2.3 Stop or Give Way sign at connecting road on dual carriageways

Figure 6.13: Transverse line at a stop & give way sign connecting road on a dual carriageways.
(Varied in mm unless otherwise stated)

6.4.3 Other applications

Figure 6.14: Transverse lines for other applications
(Varied in mm unless otherwise stated)