



# 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:

<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.

---

# Delineation

## Section 6

# TRANSVERSE MARKINGS

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)





**Roads and Traffic Authority**

[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)

**VERSION:** 1.0  
**ISSUED:** February 2010  
**AMENDMENTS:** Refer to Amendment Record

**APPROVED BY:**

**SIGNED**

Phil Margison  
General Manager  
Traffic Management

**SIGNED**

Michael de Roos  
General Manager  
Safer Roads

**AUTHORISED FOR USE BY:**

**SIGNED**

Peter Collins  
Director  
Network Management

© 2009 Roads and Traffic Authority NSW

Extracts from these guidelines may be reproduced providing the subject is kept in context and the source is acknowledged.

Every effort has been made to supply complete and accurate information. However RTA, NSW assumes no responsibility for its use.

All trade name references herein are either trademarks or registered trademarks of their respective companies.

***For policy and technical enquiries regarding these guidelines please contact:***

Traffic Management Branch  
Email: [technical\\_directions\\_publication@rta.nsw.gov.au](mailto:technical_directions_publication@rta.nsw.gov.au)

***To access electronic copies of these and other guidelines go to:***

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

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

ISBN 978-1-921242-89-2 (Electronic only)  
RTA/Pub. 08.091

## Contents

<b>6.1</b>	<b>General .....</b>	<b>6-1</b>
<b>6.2</b>	<b>Stop lines.....</b>	<b>6-3</b>
6.2.1	Stop lines at stop signs, traffic signals and railway level crossings.....	6-4
<b>6.3</b>	<b>Give Way lines.....</b>	<b>6-5</b>
6.3.1	Use of Give way or holding lines.....	6-5
<b>6.4</b>	<b>Application of Stop Lines and Holding Lines at intersections .....</b>	<b>6-6</b>
6.4.1	Urban Area .....	6-7
6.4.2	Rural Area.....	6-8
6.4.3	Other applications.....	6-9

### Amendment record

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

Amendment No	Page	Description	Issued	Approved By
1	Various	Line type TF1 & TF2 superseded. Line type TF added. Width of Line type TB changed. Line type TBI added.	December 2010	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation
2	6-7 & 6-8	Figures 6.7, 6.8, 6.9 & 6.10 amended	October 2011	R O'Keefe Mgr Traffic Policies, Guidelines & Legislation

## 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

### 2. Give Way Lines



Figure 6.2: Give way line at roundabout

### 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.



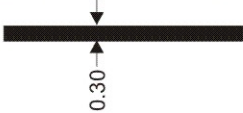
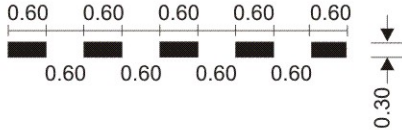
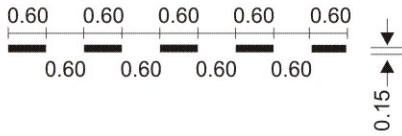
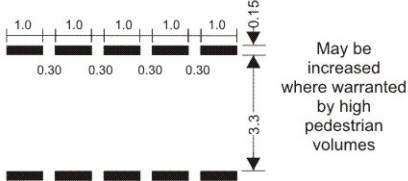
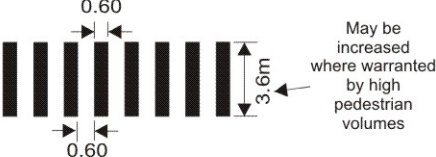
Line Type	Use	Dimensions (m)	Colour
TF	Stop line		White
TF1		NO LONGER USED	
TF2		NO LONGER USED	
TB	Give Way Line (Used with signs)		White
TB1	Give Way Line (Used on right side of road)		White
PCW	Pedestrian Cross Walk Lines		White
PX	Pedestrian Crossing		White

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

### 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.

It also enables the driver to gauge an appropriate position to stop as the car's bonnet may obscure the clear view of the Stop or Give Way line.

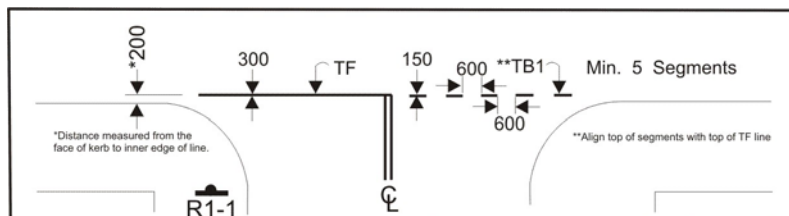
- (b) The Stop and Give Way lines are normally placed on the prolongation of the kerb line or edge line, but may be set back if there is a problem of vehicles over-running the line, or if it is desired to hold vehicles back some distance from the intersecting roadway.

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

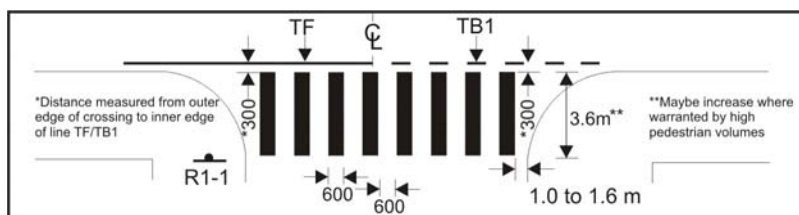
Transverse markings at a stop sign are shown in Figure 6.7



**Figure 6.7:** Transverse line at a stop sign  
(Dimensions are in mm unless otherwise stated)

### 6.4.1.2 Stop Sign with Pedestrian Crossing

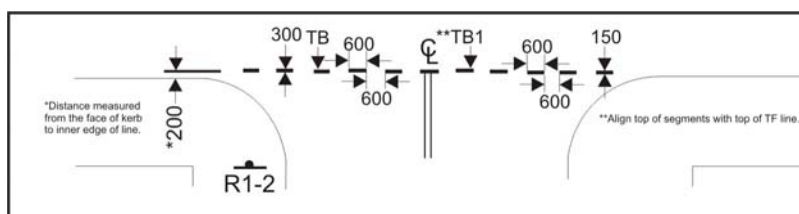
Transverse markings at a stop sign with a pedestrian crossing are shown in Figure 6.8



**Figure 6.8:** Transverse line at a stop sign with pedestrian crossing  
(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  
(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.

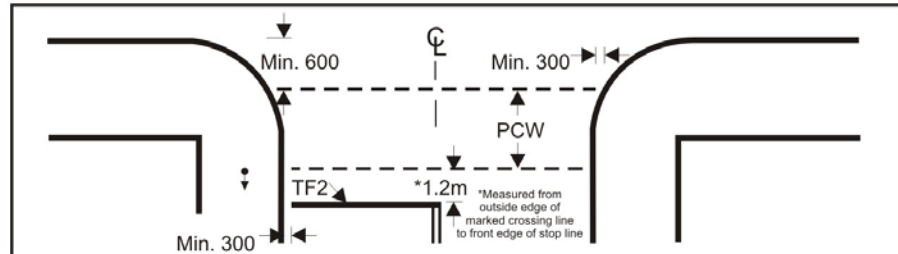


Figure 6.10: Transverse lines at traffic signals  
(Dimensions are in mm unless otherwise stated)

## 6.4.2 Rural Area

### 6.4.2.1 Stop or Give Way sign at junction with gravel road

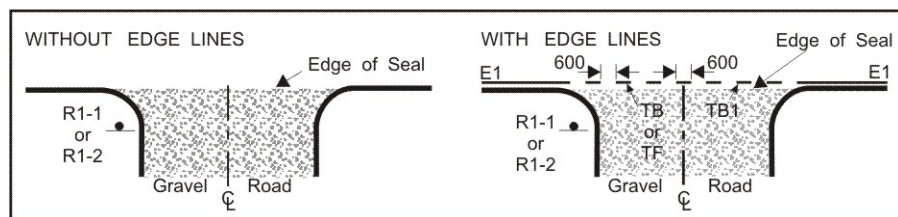


Figure 6.11: Transverse lines at a stop & give way sign at a junction with gravel road.  
(Dimensions are in mm unless otherwise stated)

### 6.4.2.2 Stop or Give Way sign at junction with sealed road

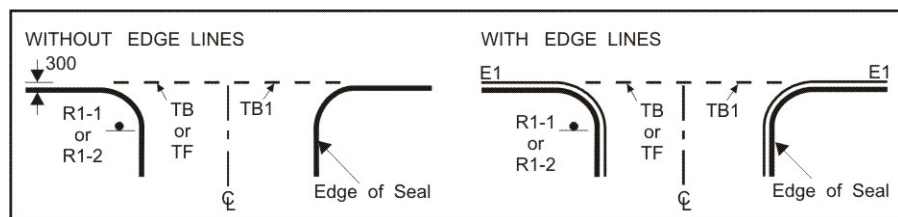
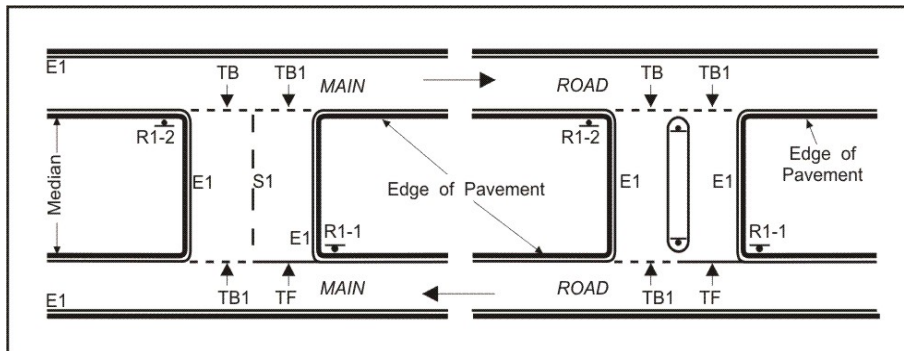


Figure 6.12: Transverse lines at a stop & give way sign at a junction with sealed road  
(Dimensions are in mm unless otherwise stated)

### 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.

(Dimensions are in mm unless otherwise stated)

### 6.4.3 Other applications

<ul style="list-style-type: none"> <li>● Ferry Approach</li> <li>● Opening Bridge</li> <li>● One Lane Bridge</li> <li>● Level Crossing with Signals and/or Gate</li> </ul>	<p>* 5 - 10m Ferry Gate or Signals 3m Gate other than Ferry</p>
<ul style="list-style-type: none"> <li>● Level Crossing With Stop Sign</li> </ul>	
<ul style="list-style-type: none"> <li>● Open Level Crossing</li> <li>● One Lane Bridge without Stop Signs or Signals</li> </ul>	<p>Give Way Sign or RLC - B Assembly</p>

**Figure 6.14:** Transverse lines for other applications

(Dimensions are in mm unless otherwise stated)

---

**For further enquiries**

**[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)**

**13 22 13**

---

Roads and Traffic Authority

March 2008  
RTA/Pub. 08.091