

Continuous Transverse Lines

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What is the issue with continuous transverse lines?

Under the NSW Road Rules, a continuous line marked across all or part of the road that is not part of a marked foot crossing, a keep clear marking or a bicycle storage area for hook turns is considered to be a stop line. This means that, with the noted exceptions, any continuous transverse line on the road legally represents a stop line (see Figure 1) and drivers are required to stop at the line as directed by the road rules.

However, not all continuous transverse lines on the road network have been installed for the purposes of a stop line. Where such lines have been installed, Transport for NSW recommends the lines be removed or altered in such a way that they no longer resemble or can be interpreted as a stop line, or any other regulatory line.



Figure 1. Example of continuous transverse lines representing staggered stop lines at a signalised intersection. In this example the continuous transverse lines delineate each lane separately.

The most common misuse of continuous transverse lines is to visually enhance audio-tactile advance warning devices for example, on the approach to a changing or hazardous traffic environment.

In some cases, a rumble strip has been installed per the NSW Delineation Guide, then has subsequently been painted over to make it more visible. In other cases, thermoplastic strips alone have been used to create the audio-tactile effect of an advance warning device.

Recommendations

Transport for NSW recommends that incorrectly applied continuous transverse lines are fully or partially removed via blasting, grinding or resurfacing, in such a way that the lines no longer resemble or can be interpreted as stop lines or any other regulatory line marking. See Figure 2 for examples of line marking in an urban street environment and Figure 3 for examples of line marking in a non-urban road environment.

For information about the appropriate application of rumble strips, refer to TS 05462:1.0 Delineation and Pavement Markings.

For information about perceptual countermeasures that may be used as an alternative to rumble strips, refer to the Austroads Guide to Traffic Management Part 10: Transport Control – Types of Devices.



Figure 2. Example of incorrectly and correctly applied line marking in an urban street environment. In the image on the left, the lines have been installed to function as rumble strips, warning drivers of a hazard ahead. However, a driver exiting the side street may see stop lines and turn across or into the path of vehicles coming from the right, legitimately believing the vehicles on the right will stop. (Image on the right has been modified to demonstrate recommended altered line marking.)



Figure 3. Examples of incorrectly and correctly applied line marking in a non-urban road environment.

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