



Image source: Safe System Solutions Pty Ltd

FACTSHEET 2

WIDE CENTRE LINES

Wide Centre Line Treatment (WCLT) is the widening of centre line marking to create greater lateral separation between opposing traffic lanes. WCLT reduces the likelihood of head-on crashes along undivided roads.

Application

WCLT may be applied to undivided roads where the installation of a median barrier is not practical or viable.

Design of a WCLT should not prevent the future installation of a median barrier, should traffic volumes or crash risks change.

On cycle routes or where cycling occurs on the road shoulder, WCLT may not be suitable if a reduction to the road shoulder width is required to install the WCLT.

The minimum length for application of WCLT is generally 2 km.

Implementation considerations

- Design should consider use of Audio Tactile Line Marking in conjunction with the wide centreline.
- In retrofit scenarios, design should consider the available shoulder width following the installation of the wide centreline and impacts to other facilities.
- Intersections and property accesses located within a road segment with WCLT require specific design consideration.
- Where a narrowing of the road carriageway occurs at structures, it is generally preferred to maintain minimum lane and shoulder widths. In such cases WCLT width may be reduced with appropriate transitions.
- WCLT at overtaking or climbing lanes require specific design consideration.

Safe System category

Supporting

Effectiveness

Moderate (35% CRF)

Target road user groups

Passenger Vehicles, Motorcyclists,
Heavy Vehicles

Target crash type

Lane departure

Indicative cost

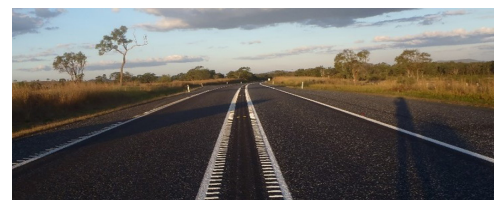
\$0.25M to \$1.5M per km

Inter-pillar link

Safe Vehicles - Advanced Driver Assist
Systems



Bruce Highway - before



Bruce Highway - after



Scan the QR code to
access the full library of
21 factsheets.

