

Full Time Bicycle Lane Pavement Markings





Government of South Australia

Department of Planning,
Transport and Infrastructure

Safety and Service Division

TRAFFIC MANAGEMENT Operational Instructions

Full Time Bicycle Lane Pavement Markings - 9.5

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1. Introduction

In September 2014, Australian Road Rules (ARR) Rule 153(4) was amended to allow a bicycle lane to begin and end with pavement markings instead of signs.

- ARR Rule 153(4)(a) allows a bicycle lane to begin with a road marking comprising both a white bicycle symbol and the word “lane” painted in white
- ARR Rule 153(4)(b) allows a bicycle lane to end with a road marking comprising both a white bicycle symbol and the words “end lane” painted in white.

This Operational Instruction provides guidance on the use of these pavement markings for full time bicycle lanes only.

For guidance on the use of bicycle lane signs instead, refer to *Operational Instruction 9.2 – Bicycle Lane Signing*.

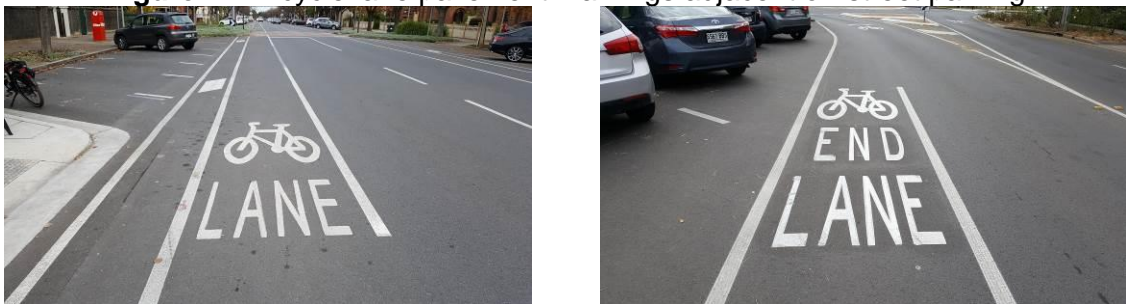
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2. Use of pavement marking

The use of the bicycle lane pavement markings shown in Figures 2.1 and 2.2 as an alternative to signs to designate bicycle lanes is best suited to the following situations:

- Where a full time bicycle lane is adjacent parking and signs cannot be installed directly adjacent to the bicycle lane;
- Where suitable sign locations are not available due to the presence of driveways, roadside furniture or other signs;
- Where the use of pavement marking improves the aesthetics of the road environment; or
- Where existing visual clutter in the roadside environment would detract from the conspicuity of signs.

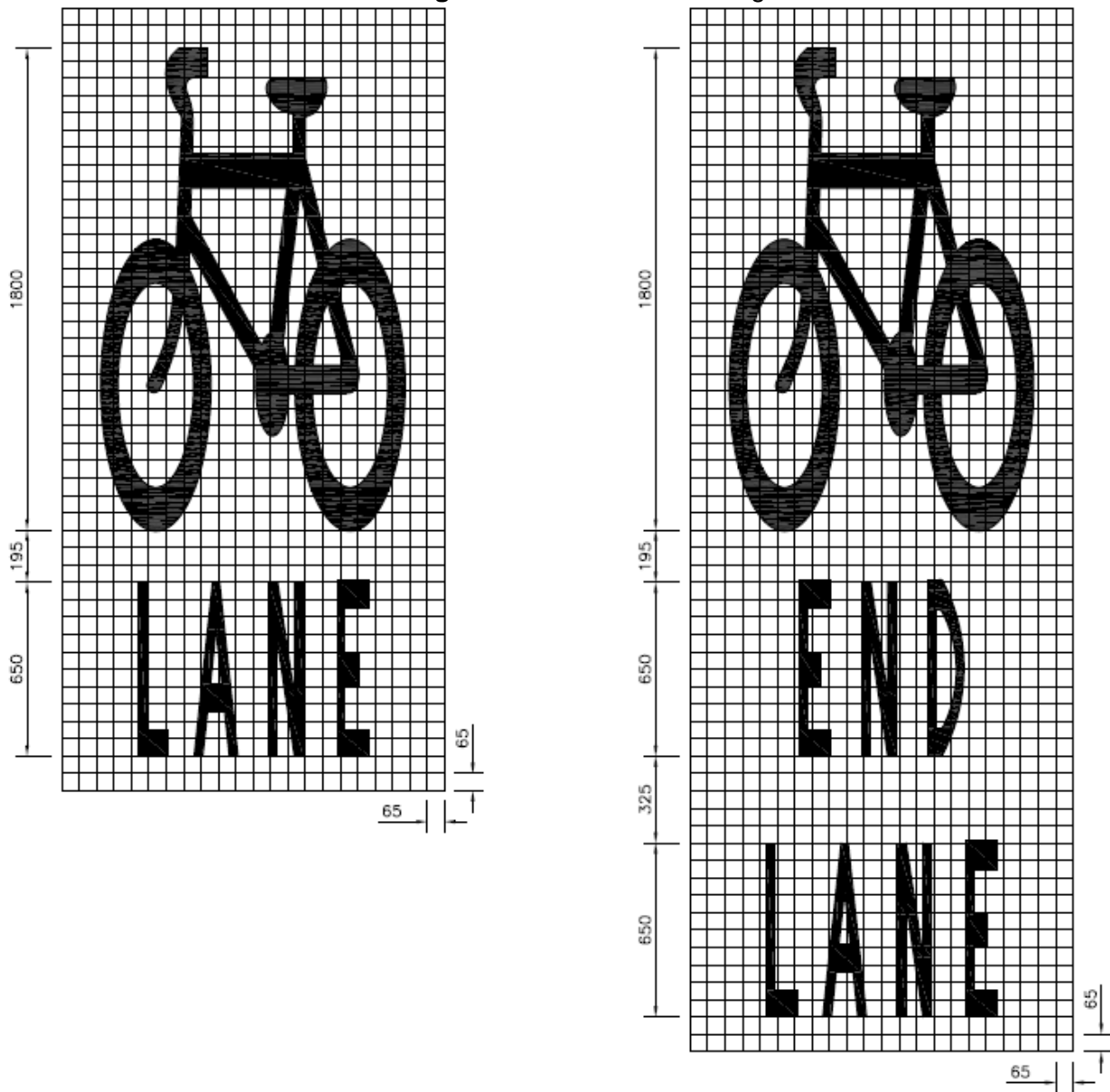
Figure 2.1 Bicycle lane pavement markings adjacent on-street parking



Dimensions of the bicycle lane and end bicycle lane pavement markings are showing in Figure 2.2.

Pavement markings shall be located where R7-1-4 signs would usually be situated (at the beginning and end of the bicycle lane, and at other locations where drivers entering or leaving the road need to be informed of the presence of the bicycle lane such as the approach and departure side of intersections, shopping centre accesses, and after U-turn locations). Refer to *Operational Instruction 9.2* for further details.

Figure 2.2 Pavement marking



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Other intermediate or repeater pavement markings shall be spaced at a maximum of 200 m. For consistency with the markings designating the beginning of the lane, and to distinguish the regulatory lane markings from advisory bicycle lane markings, repeater pavement markings shall comprise of the bicycle symbol and the word “lane”, as per Figure 2.2.

3. Approval

The bicycle lane and end bicycle lane pavement markings in accordance with this Operational Instruction may be installed by Councils on their roads under their *Instrument of General Approval from the Minister for Transport and Infrastructure* dated 22 August 2013, and by DPTI on roads under the care, control and management of the Commissioner of Highways under the *Instruments of Authorisation from the Commissioner of Highways* dated 10 March 2017.