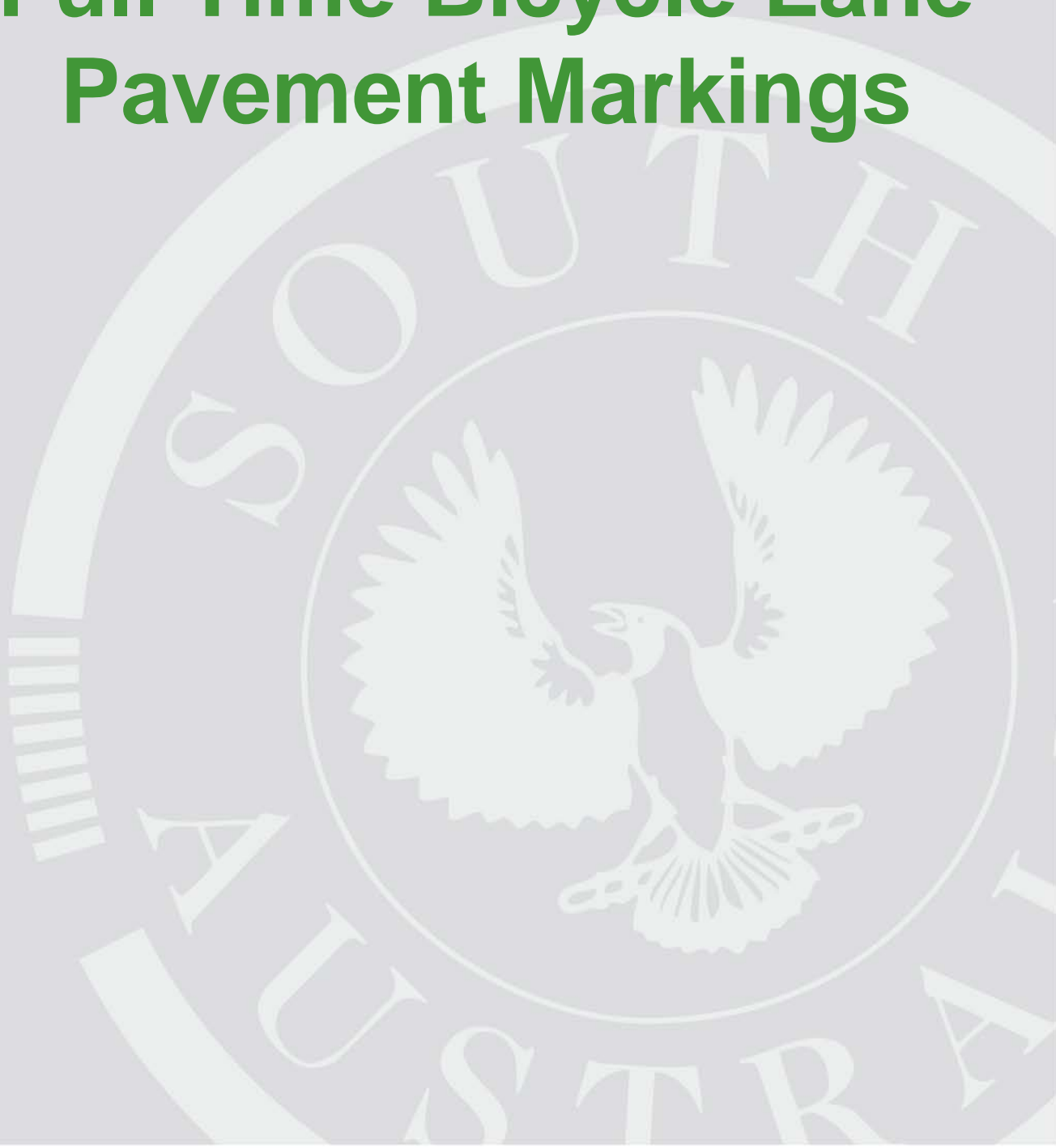


Full Time Bicycle Lane Pavement Markings





TRAFFIC MANAGEMENT Operational Instructions

Full Time Bicycle Lane Pavement Markings - 9.5

AMENDMENT RECORD

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1	All	05/01/18		IH
2	1, 2	15/01/20	Amended to reflect requirements of AS 1742.9:2018 clause 2.4.1 and SA variations	IH
3	2	26/02/20	Amended to include the use of "Lane" on repeater markings (variation from AS 1742.9)	IH

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Manager, Traffic Services
26 / 02 / 2020

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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.

In 2018, AS 1742.9 was amended to provide options for full time bicycle lanes to be designated by either signs or pavement markings. This Operational Instruction provides guidance on the use of these pavement markings.

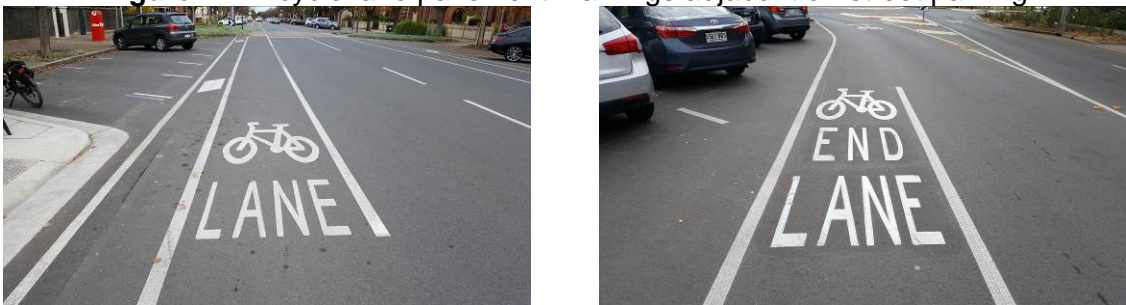
For guidance on the use of bicycle lanes designated by signs instead, refer to *Operational Instruction 9.2 – Bicycle Lane Signing*.

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.

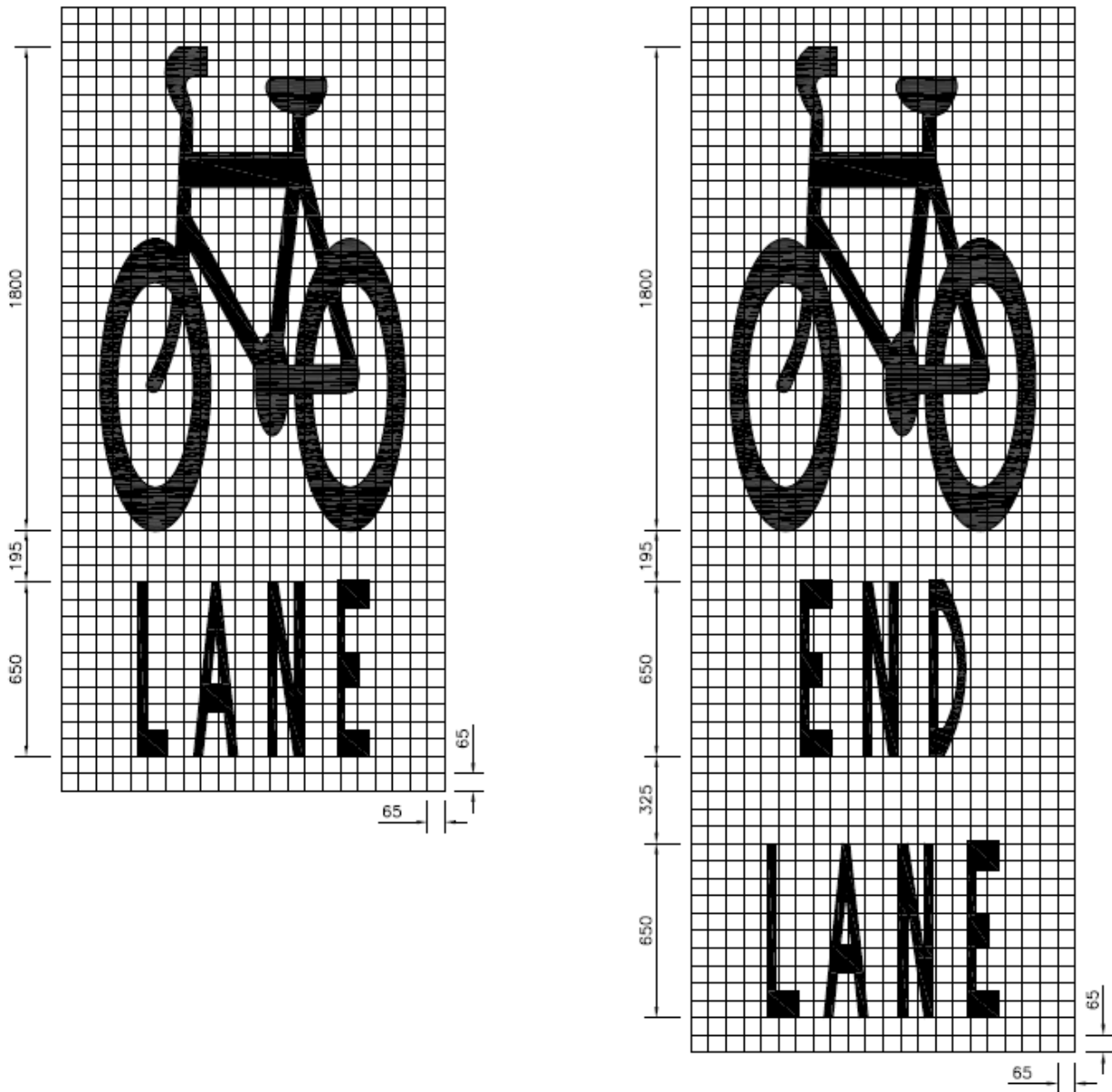
Figure 2.1 Bicycle lane pavement markings adjacent on-street parking



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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Intermediate or repeater pavement markings may be installed where additional reinforcement of the presence of the bicycle lane is required, such as sections of road where there is a tendency for drivers to seek on-street parking. For consistency with the markings designating the beginning of the lane, and to distinguish the regulatory lane markings from advisory bicycle lane markings or part time bicycle lane markings, repeater pavement markings shall comprise of the bicycle symbol and the word “lane”, as per Figure 2.2. Note that this is a variation from AS 1742.9 (2018) Figure 2.4, due to the No Stopping provisions associated with bicycle lanes in South Australia and the need to reinforce the regulatory status of the bicycle lane in the absence of signs.

3. No Stopping controls (signs and yellow edge lines)

The No Stopping provisions for bicycle lanes are stated in ARR Rule 187(2), which prohibits stopping in a bicycle lane unless the driver is driving a public bus, public minibus or taxi, and is dropping off or picking up passengers.

AS 1742.9:2018 clause 2.4.1 states “No-stopping signs or painted yellow edge lines shall be provided where needed to control vehicles from stopping within the lane”. Some other states allow stopping in bicycle lanes and therefore require the use of these No Stopping controls to prohibit stopping where necessary.

However, in South Australia, the No Stopping provisions are as stated in ARR 187(2) and no additional controls are necessary. As such, No Stopping signs or painted yellow edge lines **shall not** be used in full time bicycle lanes. The use of these devices may cause confusion, with the potential for drivers to mistakenly interpret their use as implying that stopping is permitted beyond their extents.

9.5

4. 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.