

Bicycle Lane Signing





TRAFFIC MANAGEMENT Operational Instructions

Bicycle Lane Signing - 9.2

AMENDMENT RECORD

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Manager, Traffic Services
15 / 01 / 2020

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1. Scope

This Operational Instruction provides guidance on the placement of bicycle lane (R7-1-4) signs and associated parking control (R5-SA101) signs. This instruction shall be read in conjunction with:

- Australian Standard AS 1742.9 Manual of Uniform Traffic Control Devices – Part 9: Bicycle Facilities
- Australian Standard AS 1742.11 Manual of Uniform Traffic Control Devices – Part 11: Parking Controls

This Instruction varies from the above standards in regard to the **stopping and** parking control requirements.

*Note that in September 2014, the Australian Road Rules (ARR) Rule 153(4) was amended to allow a bicycle lane to begin and end with pavement markings instead of signs. This change was included in AS 1742.9 in 2018. For guidance on the use of the use of bicycle lanes designated by pavement markings only, refer to *Operational Instruction 9.5 – Full Time Bicycle Lane Pavement Markings*.*

*For DPTI roads, the preference is to designate full time bicycle lanes with signs in accordance with this Operational Instruction, unless the road meets the criteria in Section 2 of *Operational Instruction 9.5*.*

2. Background

Bicycle lanes (both full-time and part-time) are created by the provision of bicycle lane regulatory signs and associated lane line pavement marking. Drivers are generally prohibited from travelling, stopping and parking in a bicycle lane via Australian Road Rules (ARR) 153 and 187.

The use of bicycle lane (R7-1-4) signs shown in AS 1742.9 is appropriate to enable the enforcement of drivers travelling, stopping and parking in a bicycle lane.

In part-time bicycle lanes, there may be parking control signs (e.g. 2 hour parking limit outside the bicycle lane operating times) applying over the length of road. In this case supplementary bicycle lane signs must be attached to existing parking control signs to advise of the bicycle lane operating times.

Also, the installation of bicycle lanes often duplicate existing clearway provisions. In these cases clearways are sometimes, but not always revoked as part of bicycle lane installations where both operational times coincide.

It is essential that bicycle lane operational times do not conflict with local government parking control signs. This operational instruction provides guidance regarding the provision of bicycle lane signs to support existing parking control signs.

3. Bicycle lane regulatory signs



R7-1-4

R7-1-4 bicycle lane signs shall be used to legally designate the lane for the exclusive use by bicycles in accordance with AS 1742.9. R7-1-4 signs shall be located at the beginning and end of the lane and at maximum spacing of 500m. R7-1-4 signs shall be installed in accordance with Figures 1 to 9.

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R9-1-2

R9-1-2 signs shall be used to designate part-time bicycle lanes and will be installed immediately below every R7-1-4 sign applying to each lane.



R7-4

R7-4 signs shall be used to mark the end of a bicycle lane. Bicycle lanes may also formally terminate at an intersection, removing the need for the placement of R7-1-4 and R7-4 combination signs.

Note: See [Section 9](#) for important sign size information.

4. No Stopping signs and yellow edge lines in full time bicycle lanes

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 (R5-35) 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.

5. Part time bicycle lane parking control (R5-SA101) signs

Bicycle Lane Parking Control signs (R5-SA101) are available in two formats and shall be used on bicycle lanes where other parking restrictions are to be displayed.

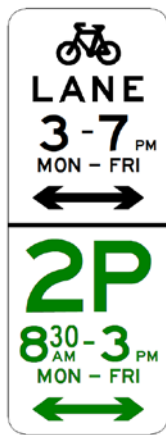
R5-SA101 series signs shall replace all existing parking control signs.

The decision to use R5-SA101-1N or R5-SA101-1W signs is to be determined by the unique characteristics of the site. It is anticipated R5-SA101-1N signs will be used should there be horizontal space restrictions.

There would be some benefit in applying the type of layout of the signs consistently along a particular route.

All parking control signs are determined and maintained by councils.

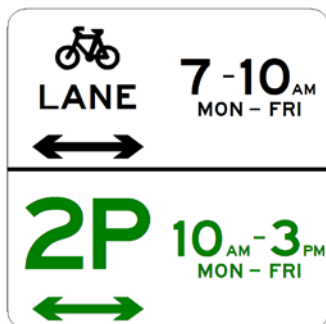
5.1 R5-SA101N (Narrow) Bicycle lane parking control signs



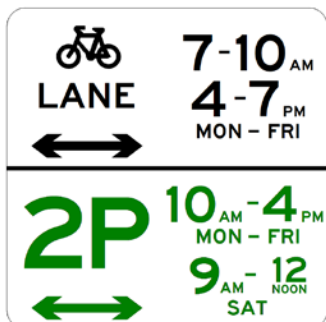
R5-SA101-1N

R5-SA101-2N signs displaying two time periods shall not be used due to their excessive height.

5.2 R5-SA101-W (Wide) Bicycle lane parking control signs



R5-SA101-1W



R5-SA101-2W

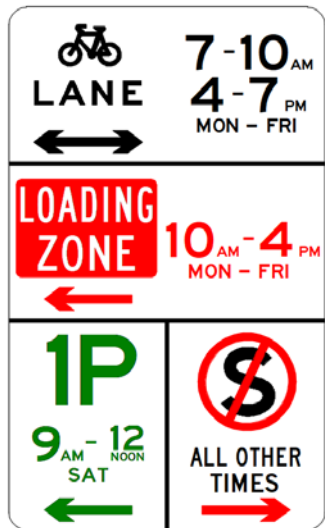
5.3 R5-SA101-W Multi-panel Bicycle lane parking control signs



Three Panels Combination

In accordance with AS1742.11 these signs will be used in the same manner as the clearway signs (R5-50) and to rationalise existing parking control signs at the site. These are the preferred signs to be used when other parking control signs are present.

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Four Panels Combination

As above, but more signs can be consolidated or included.

6. R7-1-4 Bicycle lane sign location examples

Note:

1. All of the following examples of bicycle lane signing assume a **speed limit** of 50, 60 or 70 km/h.
2. **The abbreviation T.P denotes tangent point.**

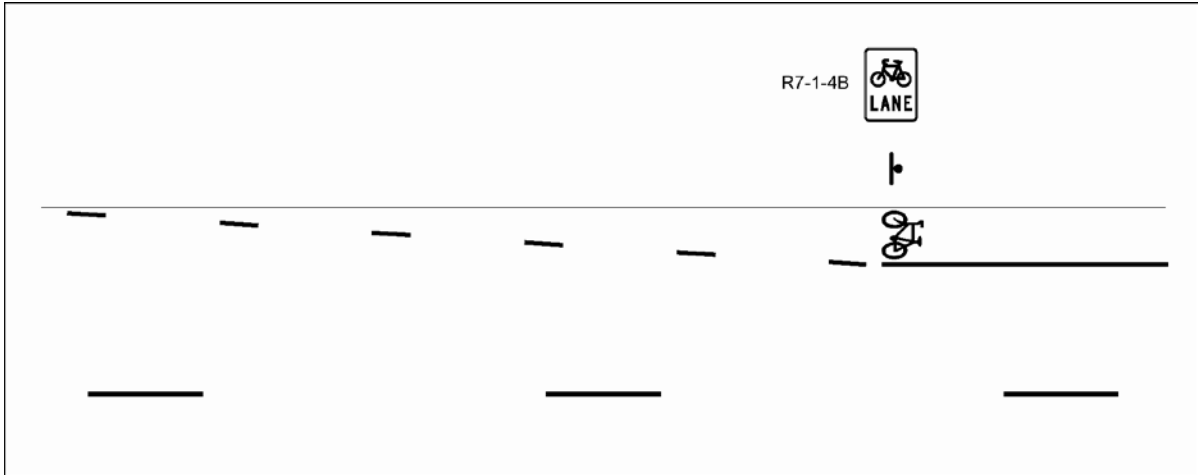


Figure 1 – Start of Bicycle Lane with Taper (mid-block start)

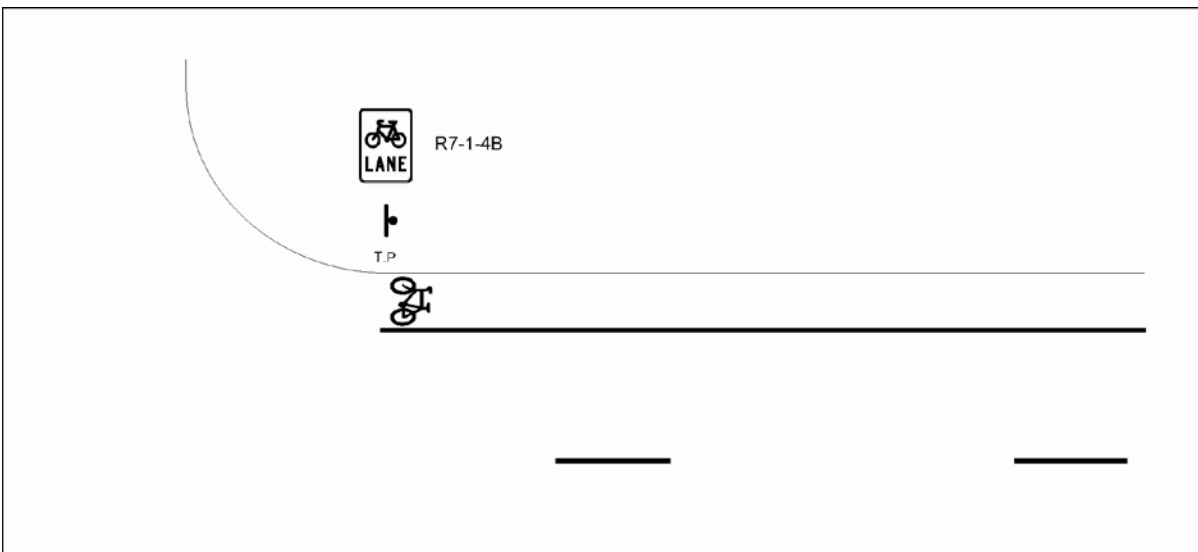
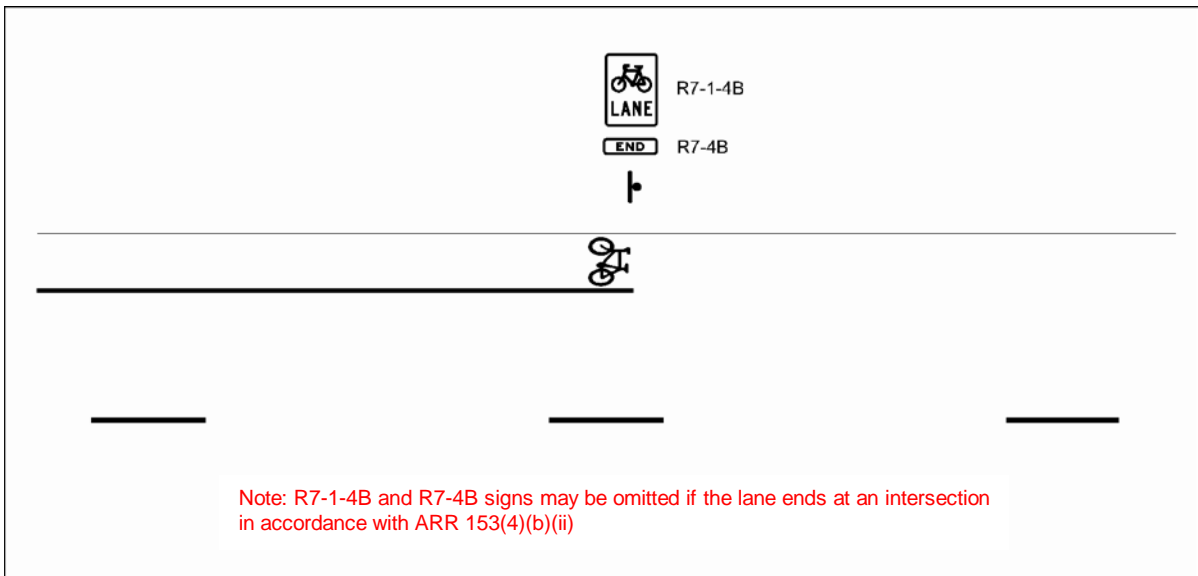


Figure 2 – Start of Bicycle Lane at Intersection



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Figure 3 – End of Bicycle Lane

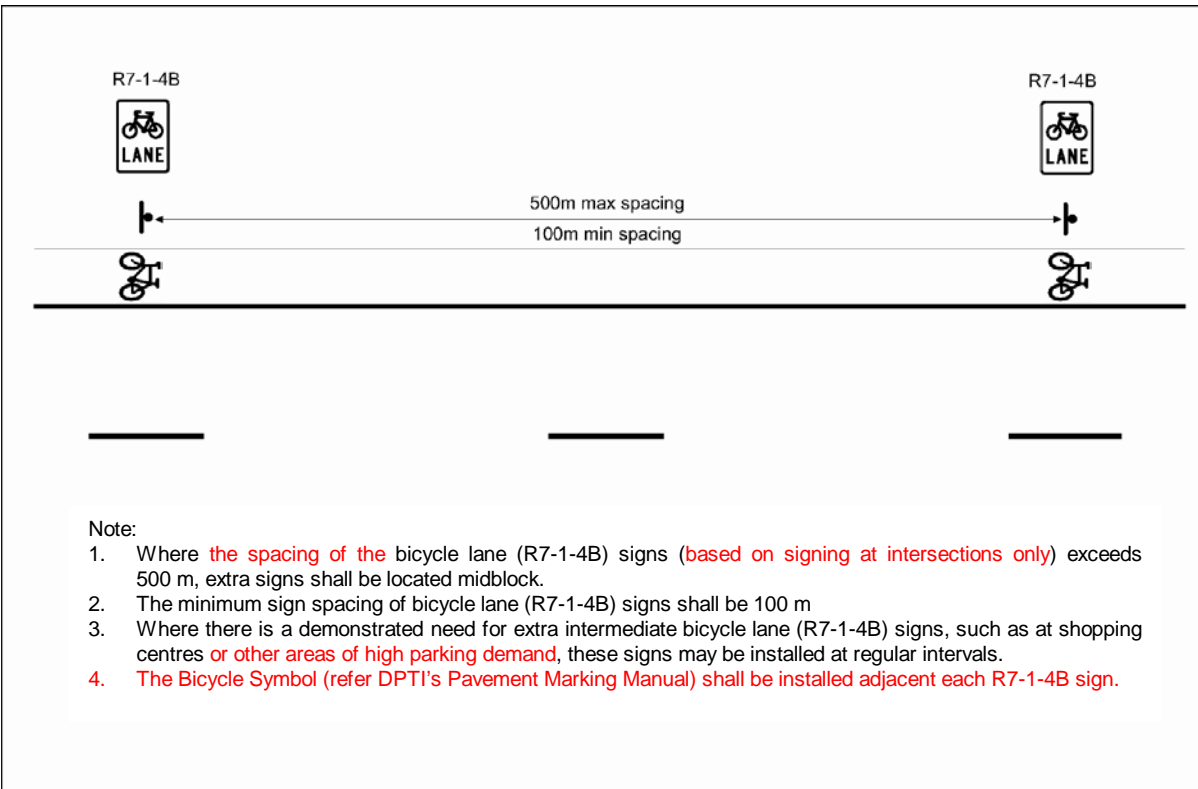
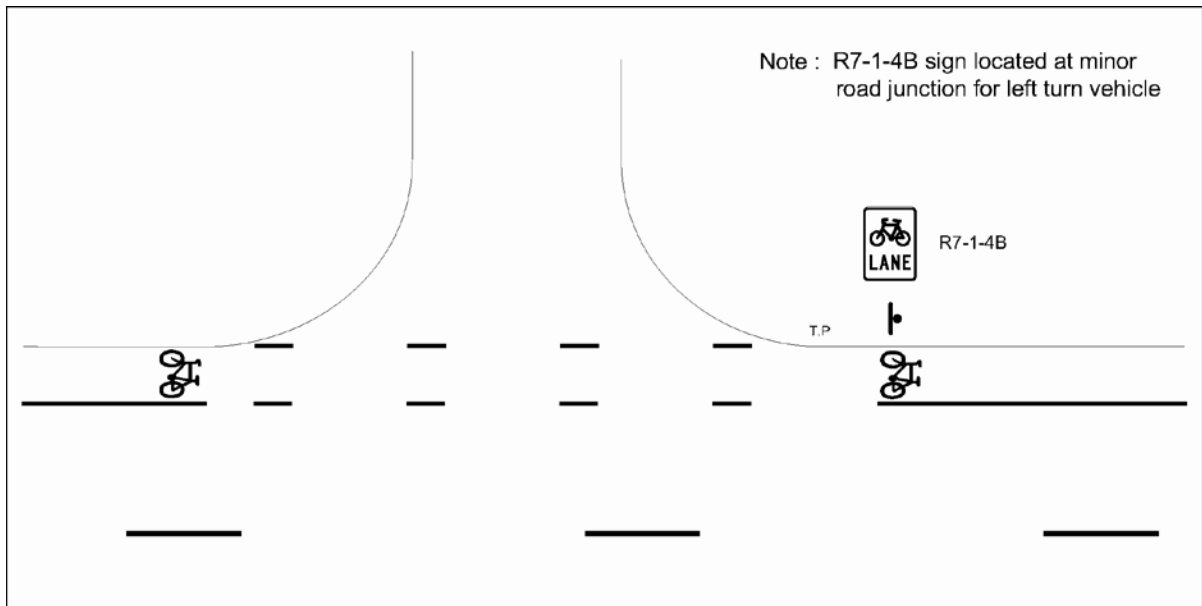


Figure 4 – Intermediate Bicycle Lane Signs



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Figure 5 – Intermediate Bicycle Lane Sign (Minor Road Junction)

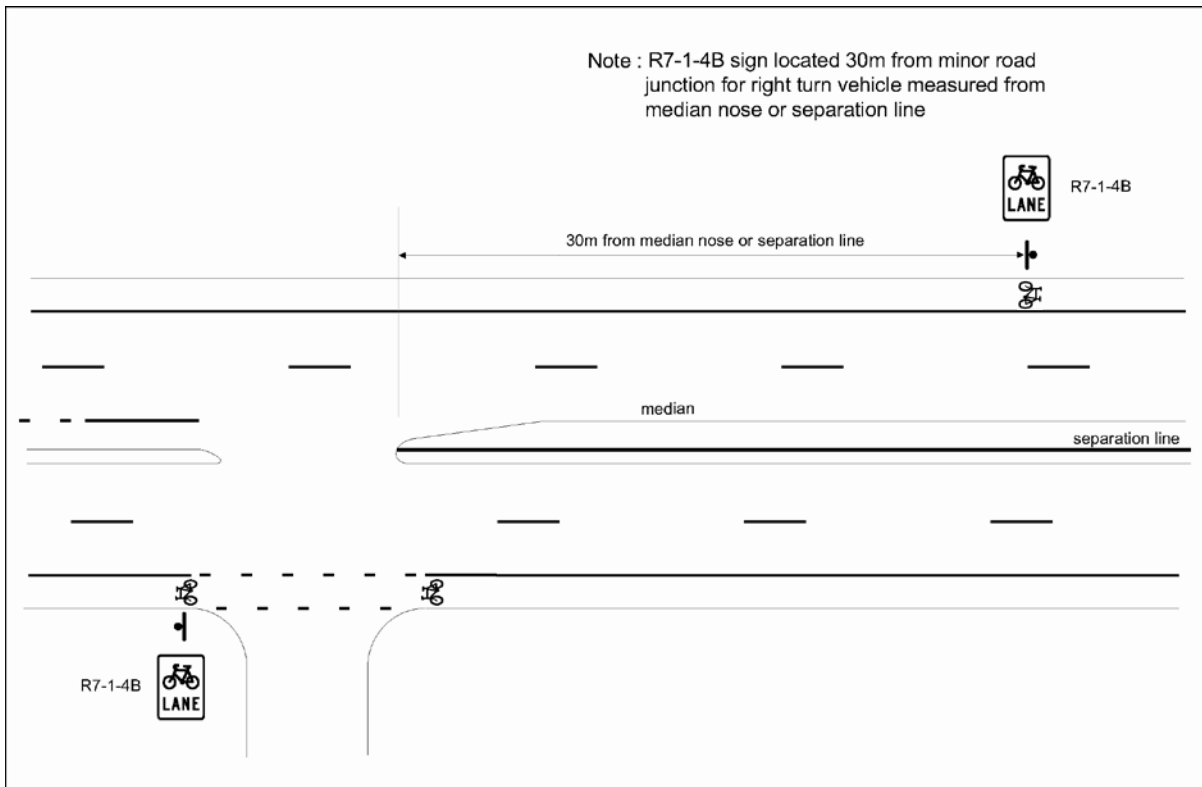


Figure 6 – Intermediate Bicycle Lane Signs (Right Turn from Minor Road)

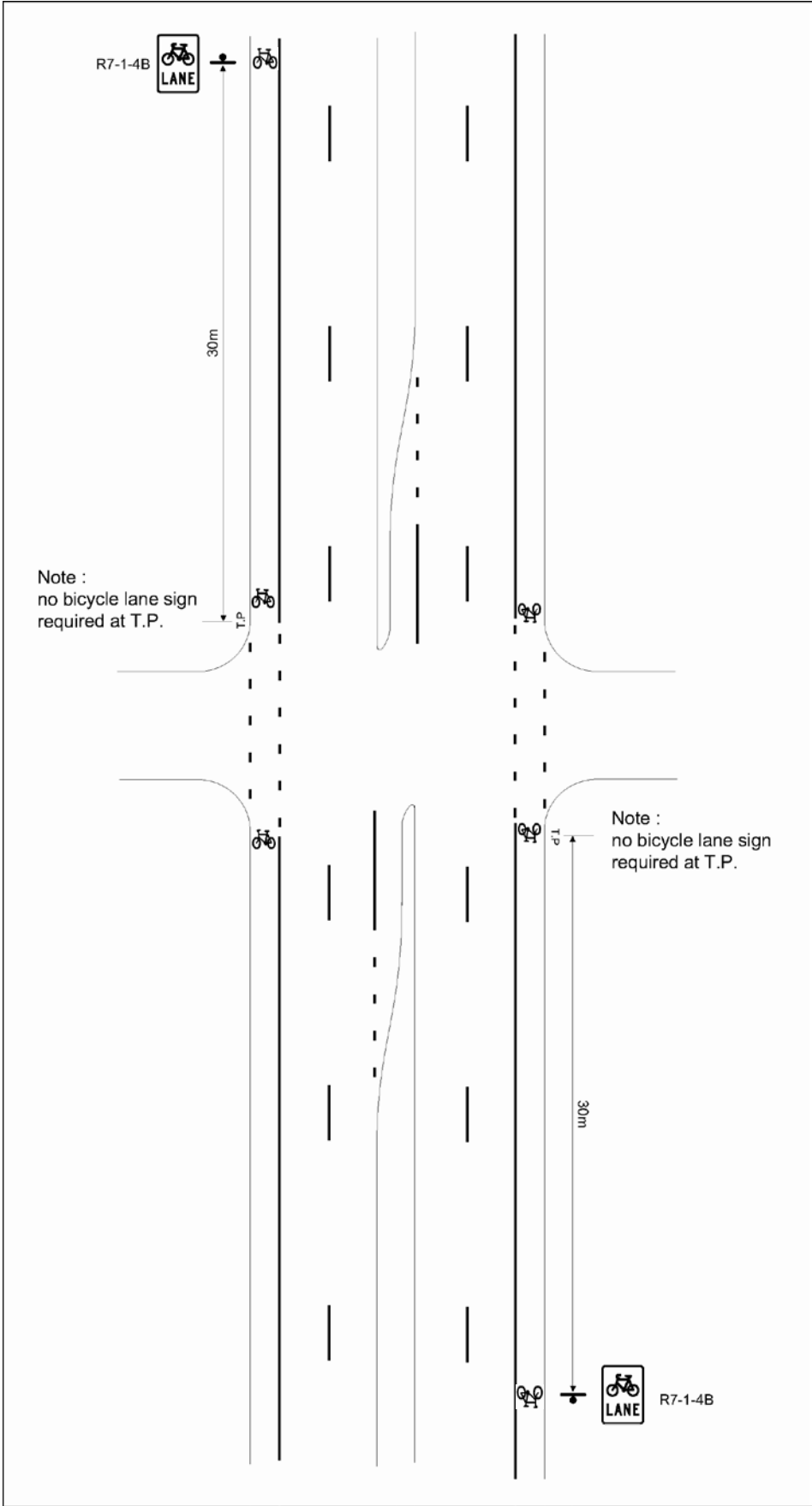


Figure 7 – Intermediate Bicycle Lane Signs (Unsignalled Intersection)

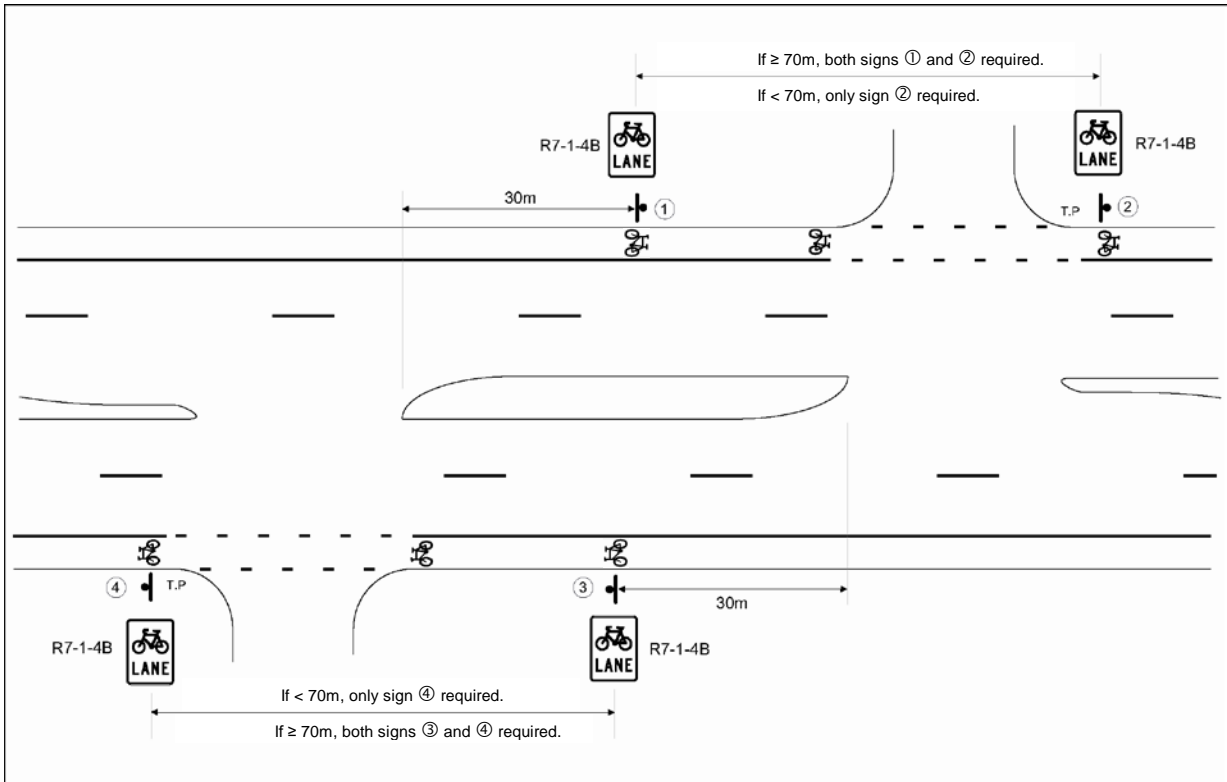


Figure 8 – Bicycle Lane Signs for Right-Left Staggered T-Intersections (Right-Left Staggered T-Intersections)

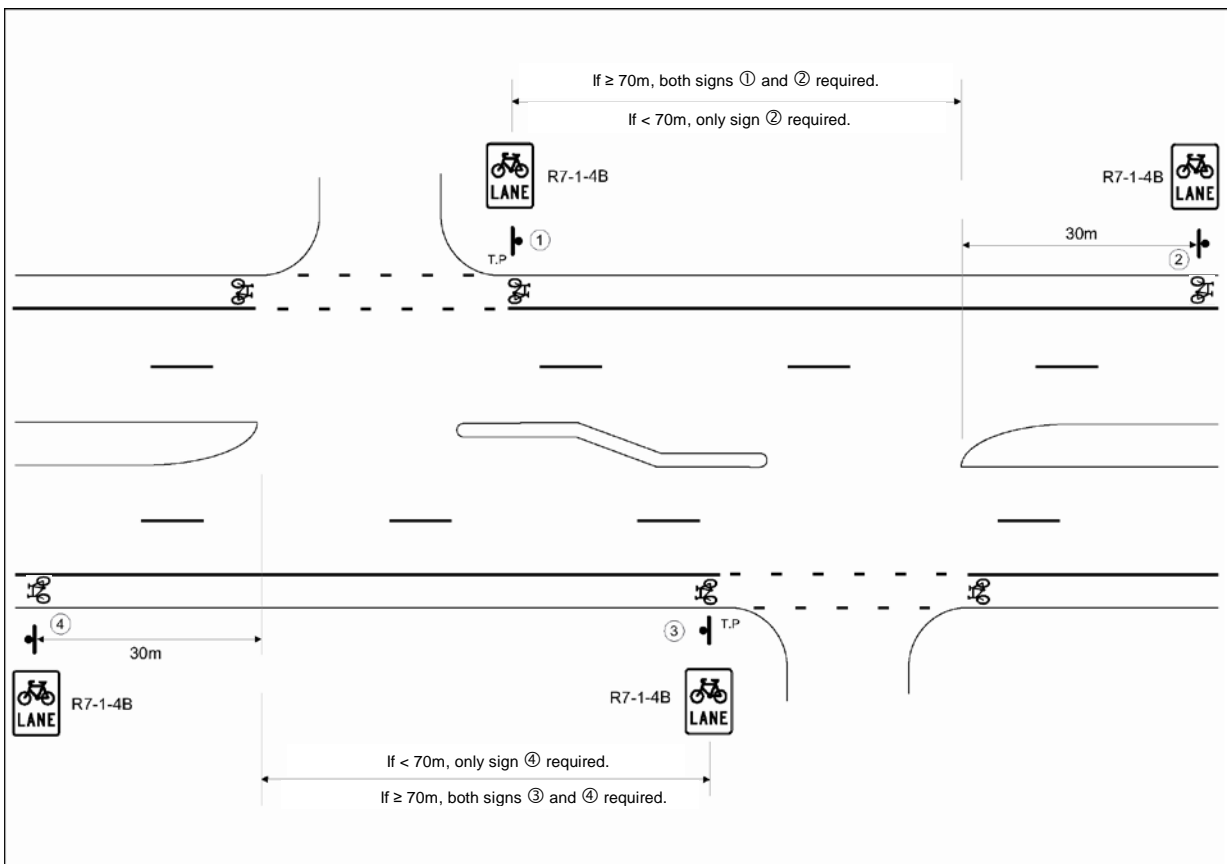


Figure 9 – Intermediate Bicycle Lane Signs (Left-Right Staggered T-Intersections)

7. Site investigation

Site investigations should be carried out to ensure sign visibility and to record the presence of other signs. It may be necessary to rationalise existing signs to ensure the bicycle lane signs are clearly visible. This may involve removing or relocating other superfluous or less important signs.

Obstructions such as low awnings, trees, underground assets and overhead wires need to be considered to determine if they will interfere with or obstruct the positioning of new signs.

Often existing roadside furniture, driveways etc. provide constraints for the placement of signs and as a result slight variations may need to be accepted. Advice for such matters may be available from the Traffic Services.

8. Installation of signs

Figures 1 to 9 should be used to determine the placement of signs. Additional to these requirements bicycle lane signs need to be clearly visible to traffic. Parking control signs need to be placed at a 30 degree angle to the kerb facing oncoming traffic as per AS 1742.11.

If there are other signs present they need to be separated by $0.6V$ metres in accordance with AS 1742.11, where V is the 85th percentile speed of the traffic. Existing sign posts should be fully utilised when installing new signs, and multi-panel signs such as R5-SA101-2W two, three and four panel signs are recommended to replace all existing parking signs.

9. Sign size

Size of the Bicycle Lane R7-1-4 regulatory signs used shall be:

- 'B' size (450 x 600) for a speed zone of 50-70 km/h.
- 'C' size (600 x 800) for roads with a posted speed zone greater than 70 km/h may be used to ensure that the signs are clearly visible at 80 km/h. Bicycle lane signs should not be duplicated in the median of a multi-lane road.

Note: It is important to note that the supplementary times sign (R9-1-1 and R9-1-2) shall be one size category smaller than the Bicycle Lane R7-1-4 regulatory sign to match sign widths, for example a R7-1-4 B size would go with a R9-1-1A, or R9-1-2A size.

10. Approval

Traffic control devices 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. Parking control signs on DPTI roads may be installed by Council under the *Notice to Council – Traffic Control Devices – Parking Control Signs - General Approval* dated 24 March 2000.