Bicycle Lane Signing

Operational Instruction 9.2

- **Lane**: 6:30 AM - 9:30 AM, 3:30 PM - 6:30 PM (Mon - Fri)
- **2P**: 9:30 AM - 3:30 PM (Mon - Fri), 9 AM - 12 Noon (Sat)

- **Signage**:
  - Bicycle Lane
  - 7 AM - 9 AM, 4:30 PM - 6:30 PM (Mon - Fri)
  - END
Bicycle Lane Signing - 9.2

AMENDMENT RECORD

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11/ 2/2010

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1. Scope

This operational instruction provides advice regarding the placement of bicycle lane and associated parking control signs R7-1-4 & R5-SA101. This instruction should be considered in conjunction with:


It is important to note that this instruction varies the above standards in regard to the parking control sign requirements.

2. Purpose

It provides guidance to traffic management practitioners for consistency in the placement of bicycle lane signs resulting in clear and concise information to road users to enable appropriate enforcement of bicycle lanes.

3. 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 153 and 187.

Bicycle Lane signing shown in Australian Standard 1742.9 - 2000 is appropriate to enable the enforcement of drivers travelling, stopping and parking in a bicycle lane. Often parking control signs (e.g. 2 hour parking limit outside the bicycle lane operating times) exist over the length of a designated Bicycle Lane. 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.
4. Bicycle Lane Regulatory Signs

4.1 R7-1-4 Bicycle Lane Regulatory Control 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 AS1742.9:2000. R7-1-4 signs shall be located at the beginning and end of the lane and at maximum spacings of 500m. R7-1-4 signs shall also be installed in accordance with Figures 1 to 9.

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 clause 9 for important sign size information.
5. Bicycle Lane Parking Control Signs

5.1 R5-SA101 Bicycle Lane Parking Control 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-SA101-1W or R5-SA101-1N 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.

5.1.1 R5-SA101N (Narrow) Bicycle Lane Parking Control Signs

R5-SA101-1N signs displaying two time periods shall not be used due to their excessive height.
5.1.2 R5-SA101-W (Wide) Bicycle Lane Parking Control Signs

- **R5-SA101-1W**
  - **LANE**
  - **6:30 AM - 9:30 AM MON - FRI**
  - **2P**
  - **9:30 PM - 3:30 PM MON - FRI**

- **R5-SA101-2W**
  - **LANE**
  - **6:30 AM - 9:30 AM MON - FRI**
  - **3:30 PM - 6:30 PM MON - FRI**
  - **2P**
  - **9:30 AM - 3:30 PM MON - FRI**
  - **9 AM - 12 Noon SAT**
5.2 R5-SA101-W Multi-Panel Bicycle Lane Parking Control Signs

R5-SA101-2W Three Panels

In accordance with AS1742.11 [2] 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.

R5-SA101-2W Four Panels

As above, but more signs can be consolidated or included.
6. R7-1-4 Bicycle Lane Sign Location

**Note:** All of the following examples of bicycle lane signing assume a posted speed zone of 50, 60 or 70 km/h.

![Figure 1 – Start of Bicycle Lane with Taper – Example (mid-block start)](image1)

![Figure 2 – Start of Bicycle Lane at Intersection](image2)
**Figure 3 – End of Bicycle Lane**

**Figure 4 – Intermediate Bicycle Lane Signs – Example 1**

**Note:** ARR 153 states bicycle lanes may also end at an intersection removing the need to install R7-1-4B and R7-4B signs.

**Notes:**
- Where bicycle lane sign (R7-1-4B) spacing exceeds 500m extra signs shall be located mid-block.
- Minimum sign spacing of bicycle lane signs (R7-1-4B) shall be 100m.
- Where there is a demonstrated need for extra intermediate bicycle lane signs (R7-1-4B) eg. at shopping centres extra intermediate bicycle lane signs may be installed at regular intervals.
Figure 5 – Intermediate Bicycle Lane Sign – Example 2 (Minor Road Junction)

Figure 6 – Intermediate Bicycle Lane Signs - Example 3 (Right Turn from Minor Road)
Figure 7 – Intermediate Bicycle Lane Signs - Example 4 (Unsignalised Intersection)
Figure 8 – Bicycle Lane Signs for Right-Left Staggered T-Intersections – Example 5
(Right-Left Staggered T-Intersections)

Figure 9 – Intermediate Bicycle Lane Signs – Example 6 (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 and Access Standards section.

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 AS1742.11 [2]. If there are other signs present they need to be separated by 0.6V metres in accordance with AS1742.11 [2], 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 R9-1-1, or R9-1-2 A size.

References


9.2