

Australian Standard<sup>®</sup>

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**Manual of uniform traffic control  
devices**

**Part 9: Bicycle facilities**

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This Australian standard was prepared by Committee MS/12, Road Signs and Traffic Signals. It was approved on behalf of the Council of the Standards Association of Australia on 8 September 1986 and published on 3 November 1986.

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The following interests are represented on Committee MS/12:

Australian Automobile Association  
Australian Council of Local Government Associations  
Australian Road Research Board  
Confederation of Australian Industry  
Department of Transport  
Local Government Engineers Association of Victoria  
Main Roads Department, Queensland  
National Association of Australian State Road Authorities  
National Capital Development Commission  
Railways of Australia Committee  
Road Traffic Authority, Victoria  
Road Traffic Board, South Australia  
Traffic Authority of New South Wales  
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## PREFACE

This standard was prepared by the Association's Committee on Road Signs and Traffic Signals. It is one in a series of thirteen standards which supersede AS 1742, Manual of Uniform Traffic Control Devices Part 1—1975 Description and Use of Elemental Traffic Control Devices and Part 2—1978 Application of Traffic Control Devices to Traffic Situations. When completed the series will comprise the following standards:

- AS 1742 Manual of Uniform Traffic Control Devices
- AS 1742.1 General Introduction and Index of Traffic Control Devices
- AS 1742.2 Traffic Control Devices for General Use (i.e. Regulatory, Warning, Guidance Signs and Devices for Roads other than Freeways)
- AS 1742.3 Works on Roads
- AS 1742.4 Speed Controls
- AS 1742.5 Street Name and Community Facility Name Signs
- AS 1742.6 Service and Tourist Signs for Motorists
- AS 1742.7 Railway Crossings
- AS 1742.8 Freeways
- AS 1742.9 Bicycle Facilities
- AS 1742.10 Pedestrian Control and Protection
- AS 1742.11 Parking Controls
- AS 1742.12 Bus, Transit and Truck Lanes
- AS 1742.13 Local Area Traffic Management

Each standard will consist of the material in AS 1742, Part 1—1975 and AS 1742, Part 2—1978 relevant to the particular traffic situation and will incorporate any amendments to this material that have been issued for public comment and approved by the Committee for publication.

This standard introduces a new set of traffic control devices to AS 1742 to identify bicycle facilities designated, for example, in State Traffic Regulations for cyclists.

The aim of these devices is —

- (i) to increase the safety of cyclists using the road system; and
- (ii) to standardize the devices throughout Australia.

Bicycle and pedestrian symbols are used to increase the legibility distance of the signs. Supplementary plates are used in conjunction with the basic sign to give advance warning of a bicycle facility and to indicate its end and the times during which the regulation applies. This gives greater flexibility in the erection of the signs and reduces costs.

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## STANDARDS ASSOCIATION OF AUSTRALIA

**Australian Standard**  
**for**  
**MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES**

**PART 9—BICYCLE FACILITIES**

**1 SCOPE.** This standard sets out the traffic control devices to be used to identify facilities designated, for example in State Traffic Regulations, for the use of cyclists either exclusively or jointly with pedestrian or other road traffic, and to indicate preferred routes for use by cyclists. Guidance is also given in appendices on the illumination and reflectorization of signs, location of signs and on selection of appropriate sign size.

**2 AIM.** The aim of this standard is to achieve uniformity of practice in the sign posting and marking of bicycle facilities as a means of encouraging their use and improving the safety of cycling.

**3 REFERENCED DOCUMENTS.** The following standards are referred to in this standard:

AS 1742.1	Manual of Uniform Traffic Control Devices—General Introduction and Index of Signs
AS 1743	Road Signs
AS 1906	Retroreflective Materials and Devices for Road Traffic Control Purposes Part 1—Retroreflective Materials

**4 DEFINITIONS.** For the purpose of this standard, the following definitions apply:

**4.1 Bicycle**—any two or three wheeled vehicle designed to be propelled solely by human power.

**4.2 Bicycle lane**—a way for the use of bicycles within a road reserve, either on a vehicular carriageway or physically separated from it.

**4.3 Bicycle path**—a way for the exclusive use of bicycles which is not part of a road reserve.

**4.4 Bicycle route**—a route suitable for cyclists which may combine linked sections of local streets, bicycle lanes, bicycle paths, shared footways or segregated footways.

**4.5 Cyclist**—a rider of a bicycle.

**4.6 Segregated footway**—a footway designated for the use of cyclists on one side and pedestrians on the other.

**4.7 Shared footway**—a footway designated for joint use of pedestrians and cyclists.

**4.8 Traffic control device**—any sign, signal, pavement marking or other installation placed or erected by a public authority or official body having the necessary jurisdiction, for the purpose of regulating, warning or guiding road users.

**5 SIGNS.** Signs used in conjunction with bicycle facilities are listed in Table 1. For detailed specifications for the manufacture of signs, reference should be made to AS 1743.

**6 INSTALLATION OF BICYCLE FACILITIES.**

**6.1 General.** Bicycle facilities are indicated by the relevant regulatory sign used in conjunction with the appropriate supplementary plate as shown in Figs 1 and 2 (see Table 1 and Clause 7). Pavement markings may also be used to supplement these signs (see Clause 8).

**6.2 Bicycle lanes.**

**6.2.1 For exclusive use of cyclists.** This type of bicycle lane may be located on or immediately adjacent to the carriageway or separately within the road reserve. Such lanes are signposted as follows:

- (a) *Bicycle lane on vehicular carriageway.* On a carriageway, a bicycle lane may be delineated by using unbroken lines 80 mm in width.

The Bicycle Lane sign (R7-1-4) is used to indicate the beginning of a lane and, in conjunction with supplementary plate END (R7-4), to indicate the end of the lane. Intermediate signs shall be used after each major intersection and smaller repeater signs may be used along the route where this is considered necessary. (See Clause 7.1.)

The bicycle symbol is used as a pavement marking to reinforce the signs. The spacing between the symbols should be approximately 200 m (see Fig. 1).

To give advance warning of a bicycle lane, sign R7-1-4 is used in conjunction with supplementary plate AHEAD (R7-2) and is located approximately 100 m in advance of the beginning of the reserved lane. (See Clause 7.2.)

- (b) *Bicycle lane separated from vehicular carriageway.* Where a lane is provided for the exclusive use of bicycles within the road reserve but physically separated from the vehicular carriageway, it shall be signed in the same way as a bicycle path (see Clause 6.3.)

If edge lines are needed on lanes off the carriageway, they should be 50 mm in width.

**6.2.2 Bicycle lane —parking permitted.** Where a bicycle lane is wide enough and parking is permitted, the signs specified in Clause 6.2.1(a) are supplemented by signs in the R5 parking series (see AS 1742.1) where these are required to regulate standing and parking.

**6.2.3 Bicycle lane —part time.** Where a lane is not wide enough to accommodate parked vehicles as well as bicycle traffic but is to be used as a bicycle lane on a part-time basis, supplementary R9-1 plates indicating the times the lane operates are used with the R7-1-4 signs specified in