

1992—No. 254

TRAFFIC ACT 1909—REGULATION

(Relating to the riding of bicycles on public streets)

NEW SOUTH WALES



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HIS Excellency the Governor, with the advice of the Executive Council, and in pursuance of the Traffic Act 1909, has been pleased to make the Regulation set forth hereunder.

WAL MURRAY
Minister for Roads

Commencement

1. This Regulation commences on 1 June 1992.

Amendments

2. The General Traffic Regulations 1916 are amended:
 - (a) by omitting from the definition of “Bicycle” in subsection 1A of section 1 the words “velocipede, cycle,” and by inserting instead the words “quadricycle, cycle”;
 - (b) by inserting in subsection 1A of section 1 in alphabetical order the following definition:

“**Shared Cycleway Line**” means any line marked, with the approval of the Authority, on a portion of public street between a traffic control sign in or in a form similar to the form illustrated in Diagram 42 of the Schedule to section 13A and a traffic control sign in or in a form similar to the form illustrated in Diagram 45 of that Schedule.
 - (c) by omitting from subsection 3 (1) of section 3 the words “subject to clause (3)” and by inserting instead the words “subject to clauses (3) and (4)”;

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- (d) by inserting after subsection 3 (3) of section 3 the following clause:

(4) Be permitted, if the rider of a bicycle travelling as close as practicable to the left boundary of the carriageway, to overtake a stationary vehicle on that vehicle's left-hand or nearside if it is safe to do so.

- (e) by inserting after subsection 5B of section 3 the following subsection:

5C. In the case of the rider of a bicycle who is about to cause the bicycle to turn or diverge towards the left, give a clear signal of the intention to do so by extending his or her left arm and hand with the palm turned to the front and holding them rigid in a horizontal position straight out on the nearside of the bicycle. The signal must, if practicable, be given when the bicycle is approaching, and is at least 30 m from, the point at which it is intended to cause it to turn or diverge. The signal must be continued as long as is necessary to give other users of the road a clear indication of the rider's intention.

- (f) by omitting from subsection 12A of section 6 the matter "650 mm" and by inserting instead the matter "750 mm";
- (g) by omitting subsection 13 of section 6;
- (h) by omitting subsections 1, 2 and 3 of section 7A and by inserting instead the following subsections:

Riding abreast

1. For the purposes of this section, a bicycle is abreast of another bicycle if

- (a) the bicycle is travelling in the same direction as the other bicycle; and
- (b) any part of the bicycle is alongside any part of the other bicycle,

unless one of the bicycles is overtaking the other.

Distance apart

2. (1) If 2 bicycles are ridden abreast on a public street and more than 1.5m distant from each other, the rider of each bicycle is guilty of a breach of these Regulations.

(2) If more than 2 bicycles are ridden abreast on a public street the rider of each bicycle concerned is guilty of a breach of these Regulations.

Turning

3. Despite subsections 11 and 11B of section 3, the rider of one bicycle travelling abreast of another bicycle may continue to ride abreast when making a turn to the left or right at an intersection.

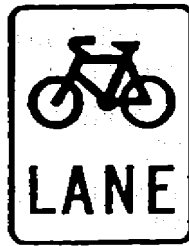
- (i) by omitting from subsection (1) of section 13A the words “for the purposes of section 13D of the Act” and by inserting instead the words “for the purposes of section 4D of the Act”;
- (j) by inserting in subsection 6 (ac) of section 13A after the words “Diagram 29” the words “or Diagram 29A”;
- (k) by inserting in subsection 6 (ac) of section 13A after the words “Diagram 30” the words “or Diagram 30A”;
- (l) by inserting after subsection 6 of section 13A the following subsections:

(6AA) A person riding a bicycle, in a direction away from that in which the traffic control sign is facing, along a portion of public street between a traffic control sign on which there appears a symbol in or similar to the form of the symbol illustrated in Diagram 40, 41 or 42 in the Schedule to this section and the next traffic control sign that faces the direction from which the rider is approaching and on which appears a symbol in or similar to the form of the symbol illustrated in Diagram 43, 44 or 45 in that Schedule, must, if there is danger of collision between the bicycle and any person or thing, lessen the speed of the bicycle and take reasonable precautions to avoid the collision.

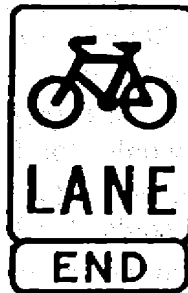
(6AB) A person riding a bicycle, in a direction away from that in which the traffic control sign is facing, along a portion of public street between a traffic control sign on which there appears a symbol in or similar to the form of the symbol illustrated in Diagram 42 in the Schedule to this section and the next traffic control sign that faces the direction from which the rider is approaching and on which appears a symbol in or similar to the form of the symbol illustrated in Diagram 45 in that Schedule, and along which there is a shared cycleway line, must keep the bicycle on that side of the line which corresponds to the side of the sign depicting a bicycle.

(m) by inserting in the Schedule to section 13A in numerical order the following diagrams:

29A



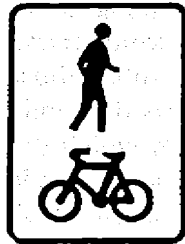
30A



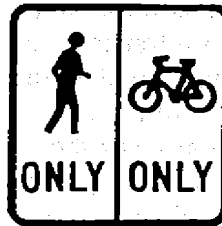
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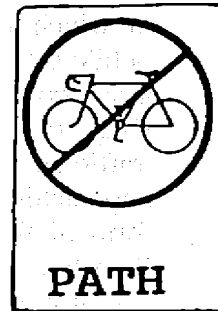
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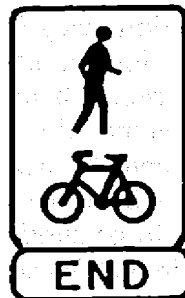
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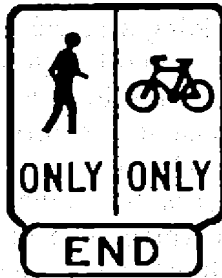
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(n) by omitting clauses 1 and 2 of Schedule 3.

EXPLANATORY NOTE

The object of this Regulation is to amend the General Traffic Regulations 1916 in relation to bicycle-riders so as:

- (a) to permit them to overtake stationary vehicles on the left in certain circumstances; and
- (b) to require them to give hand signals to indicate their intention of turning or diverging to the left; and
- (c) to remove the present requirement that they warn pedestrians on the carriageway by means of a bell or alarm before overtaking them; and
- (d) to require them to keep their bicycles wholly within bicycle lanes on public roads, where those lanes are provided; and
- (e) to specify their obligations when riding on the portions of public road available exclusively for their use, or shared with pedestrians; and
- (f) to alter the existing provisions concerning riding abreast.

The Regulation also extends the maximum permissible span of a bicycle handlebar from 650 mm to 750 mm and relaxes the requirements relating to the positioning of rear red lights and reflectors on bicycles.
