

Cycling Road Rules Review

Thank you to everyone who has taken part in our cycling road rules review to date - from the 10,500 Victorians who responded to our survey, to the many stakeholders who have come along to our face to face engagement sessions over the last four months.

Your contributions have provided us with valuable insights into the level of awareness around current cycling road rules in Victoria, how well the rules are working in practise and whether these rules still ensure that bike riders and other road users have the appropriate rights and responsibilities in place.

Current Status

As a result of your feedback and the research, VicRoads has adopted the following positions at this stage:

- 1. Work with Government to consider amending particular road rules that have been recommended for change to:**
 - allow infringement notices to be issued to bike riders committing mobile phone use offences,
 - update rules to clarify that motorists must give way to bike riders crossing on a green bike light,
 - delete the rule that requires bike carriers to be removed from the back of cars when not carrying a bicycle.

2. No immediate action:

- keep the current riding two abreast rule as it stands, rather than follow the recommendation that certain locations should not allow two abreast riding. VicRoads will provide further communication as to why bike riders ride two abreast.
- keep a watching brief on the overtaking rules in other jurisdictions, while appreciating the complexity of the issue for Victoria.



3. Deliver five special projects by June 2016:

Particular recommendations in the report require further investigation in order to better understand their implications.

The findings from these projects are expected by June 2016. VicRoads will then inform stakeholders and community members of what the outcomes are and advise of the next steps.

Our findings will be used to inform the Government's thinking on solutions to ensure the safest possible outcomes for all Victorian road users.

- a. **Left-hand turn rules** - The review found that the current left-hand turn rules are confusing and don't work well together.

Feedback on how to address this situation has proven inconclusive and conflicting. In order to help shape the right outcomes, VicRoads is undertaking wider community consultation on this issue in February 2016.

- b. **Riding on footpaths for specific purposes (teenagers accompanying children under 12 years old; and riding with children in bike trailers or in baby seats)** - VicRoads is in discussion with the Municipal Association of Victoria (MAV) about further council based consultation to address the issue of bikes on footpaths in specific situations. Following this consultation further community consultation will be held on this issue. As a result of the stakeholder and community consultation VicRoads will develop a position on each of these recommendations for change.

- c. **Cyclists on multi-lane roundabouts** - VicRoads is undertaking a project to address roundabout design and how the road rules work in conjunction with different designs, which will report in early 2016. Following this project VicRoads will consider how infrastructure and road rules inter-relate and investigate what implications any changes to roundabout design and guidelines might have for cycling related road rules.
- d. **Travelling in bus lanes, unless signed otherwise** - Under the current road rules, bicycles are not allowed to ride in bus lanes unless signed otherwise. Therefore, cyclists are often required to travel in the traffic lane adjacent to the bus lane.

VicRoads recognises that with the differences in operating speed and mass, this is not the safest solution for people riding bikes. Using separated bicycle facilities, where they exist, improves safety. However where separated facilities are not available VicRoads agrees that a safer option than sharing a lane with high speed traffic may be to allow bicycles to ride in bus lanes.

For this reason VicRoads has been working on a project to explore the evidence, risks and operational factors of changing this road rule. VicRoads has undertaken modelling and video analysis and it is anticipated that the project will be finalised in 2016/17. In the mean time, some bus lanes have been signed to allow bicycles to use them.

- e. **Conduct of works or activities on a highway** - VicRoads will further address its road works practices to improve the accommodation of vulnerable road users such as pedestrians and bike riders when road works are underway. This work has started with a Review of Work Site Traffic Management which will report in March 2016.

The event application process is currently under discussion internally.

4. Communicate the 20 road rules that are not well known or need better compliance:

An education campaign is being developed to address this recommendation. The stakeholder consultation prioritised the rules in order to determine which rules should be focussed on most immediately. As a result the first campaign will focus on:

- Communicating with drivers the importance of looking for cyclists to avoid car dooring incidents.
- Communicating with bike riders about the rules around cycling on shared paths and giving way to pedestrians.
- Communicating with bike riders about the optional hook turn road rule.

Next steps

Our findings will be used to form a position on each road rule proposed for amendment, and will be presented to the Government for their response, with a view to implementing solutions to ensure the safest outcomes for all Victorian road users.

How can you be involved?

You can stay up to date by visiting the VicRoads website. If you are interested in the community consultation about the left hand turn rules and riding on footpaths in specific situations, you will be able to register your interest on the VicRoads consultation page from 20 November.