

Operational Instruction

9.4

# Advisory Bicycle Pavement Marking: Shared Lane Marking (Sharrows)



Government of South Australia

Department of Planning,  
Transport and Infrastructure



# TRAFFIC MANAGEMENT Operational Instructions

## Advisory Bicycle Pavement Marking: Shared Lane Marking (Sharrow) - 9.4

### AMENDMENT RECORD

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## 1. Scope

This Operational Instruction provides technical advice regarding the use of advisory Shared Lane Markings (Sharrows) on designated bicycle routes, that:

- Form part of the *Bikedirect* bicycle network (or local bicycle network in regional urban areas) where traffic volumes are less than 3,000 Average Annual Daily Traffic (AADT) and the speed limit is 50km/h or less.
- Form part of the *Bikedirect* bicycle network (or local bicycle network in regional urban areas) where traffic volumes are between 3,000 and 5,000 AADT and the speed environment is low.

The Shared Lane Marking (Sharrow) is not to be used on shared use paths, shoulders or in designated bicycle lanes.

A low speed environment can be achieved through Local Area Traffic Management (LATM). For information related to Local Area Traffic Management devices see DPTI's Code of Technical Requirements (<http://www.dpti.sa.gov.au/standards/tass>) and the Austroads Guide to Traffic Management, Part 8: Local Area Traffic Management.

This Operational Instruction does not cover the use of advisory bicycle treatments included in the Australian Standard 1742.9 which includes the use of a bicycle symbol in wide parking lanes with bicycle provision, wide kerbside lanes and sealed shoulders.



Figure 1: Shared Lane Marking (Sharrow) on the Mike Turtur Bikeway in Goodwood

## 2. Function

Shared Lane Marking (Sharrow) may be used to:

- Assist cyclists with lateral positioning on roads with on-street parallel parking in order to reduce the chance of being hit by an opening door of a parked vehicle.
- Assist cyclists with lateral positioning on roads that are too narrow for a motor vehicle and a bicycle to travel side by side in the same direction.
- Assist cyclists with navigating a designated bicycle route.
- Alert road users that they are on a designated bicycle route.
- Alert road users of the lateral location cyclists are likely to occupy within the roadway.
- Encourage safe passing of cyclists by motorists.

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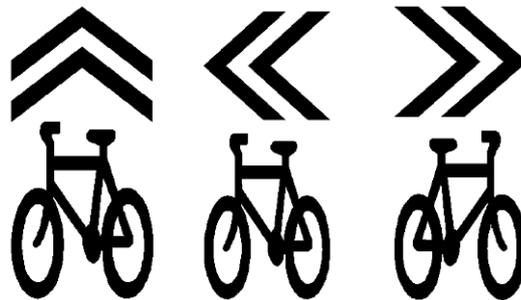


Figure 2: Straight, left and right Shared Lane Marking (Sharrow)

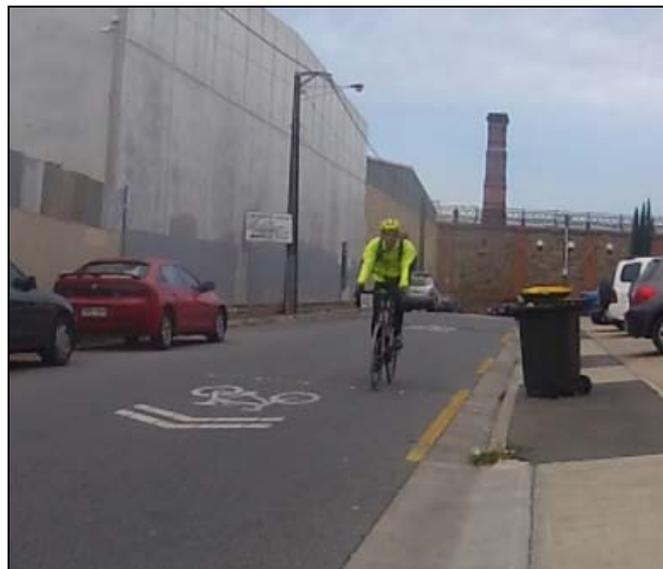


Figure 3: Shared Lane Marking (Sharrow) on the Outer Harbor Greenway in Brompton

### 3. Placement

Standard Drawing S-7349 Sheet 2 recommends the lateral and longitudinal placement of Shared Lane Markings (Sharrows).

The recommended lateral placement of Shared Lane Marking (Sharrows) is outlined in the *Kerb Offsets Table* and is dependent on both the width of the road and existing parking restrictions. Where road width or parking restrictions are variable along a length of road, consideration should be given to adopt a consistent lateral placement to avoid tracking deviations and encourage cyclists to follow a straight course.

The recommended longitudinal distance between directional Shared Lane Marking (Sharrows) can be calculated using the formula below. Two measurements are required; the distance between intersections (T) and the distance of the first Shared Lane Marking (Sharrows) from the intersection (A). This distance is generally 10 metres where no parking controls apply as stipulated in Reg 170(3)(a) of the Australian Road Rules.

$$S^* = ( T - (2A + 20) ) / Y^{**}$$

\*where  $S \geq 40$  and  $S \leq 75$

\*\*where  $Y = \text{integer} \geq 2$

For example, if a section of road to be treated is 290 metres between intersections and has no parking restrictions (therefore A is 10 metres), then:

$$S = (290 - (2 \cdot 10 + 20)) / Y$$

$$S = 250 / Y$$

If Y was 2:  $S = 125$  which is not between 40 and 75

If Y was 3:  $S = 83.3$  which is not between 40 and 75

If Y was 4:  $S = 62.5$  which is between 40 and 75

$S = 62.5$  metres.

Use judgement on site to avoid placing Shared Lane Marking (Sharrows) opposite driveways where there is likely to be accelerated wear due to vehicles turning over them.

Refer to Appendix A and B for Standard Drawing S-7349 Sheets 1 and 2.

## 4. Public Consultation

Sharrows are relatively new traffic control device in South Australia, so it is important to educate the driving, riding and local residential community about the devices via a communication plan when a bicycle route is developed to include Sharrows.

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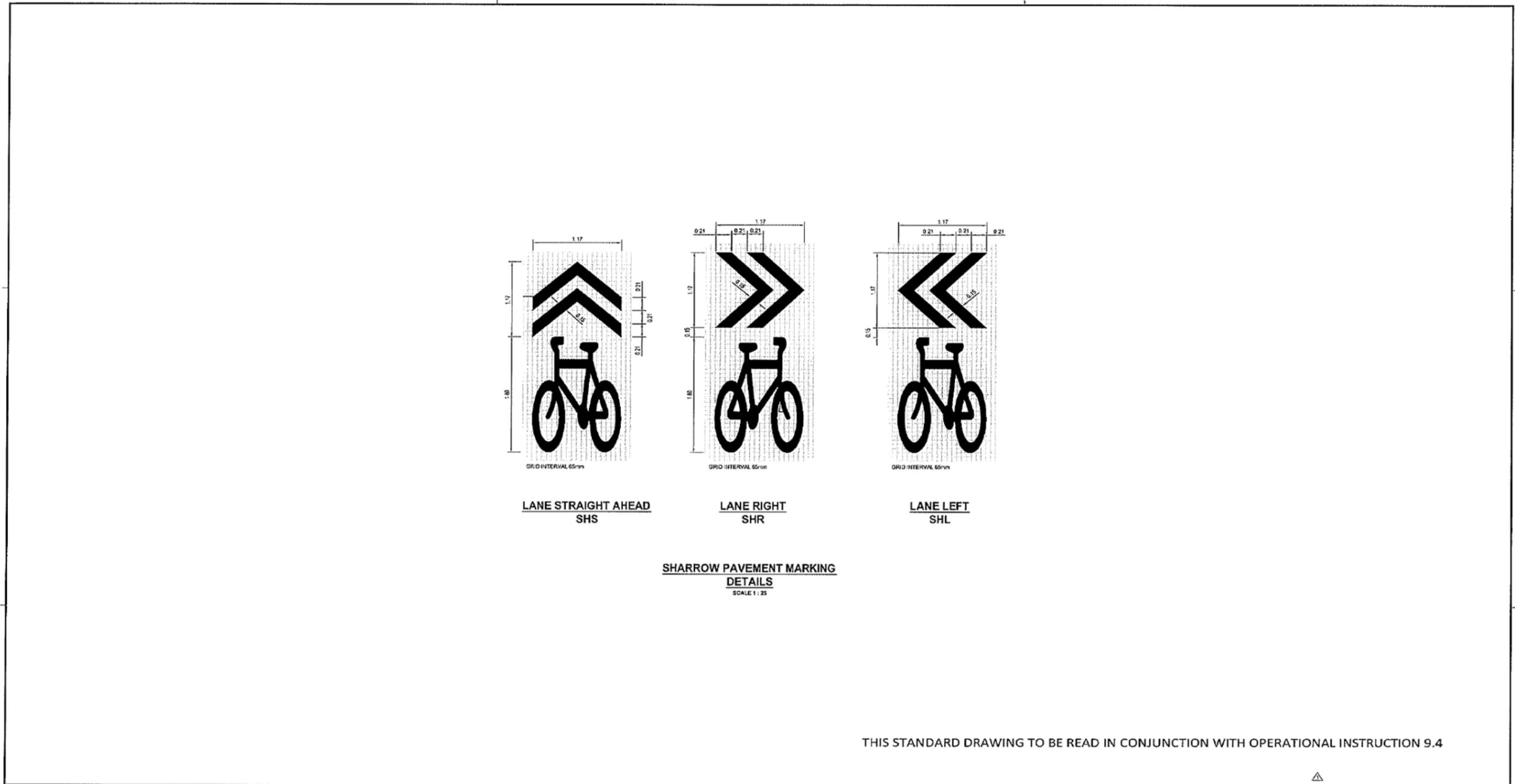
Issues that may be relevant to discuss in a communication plan include:

- Why Sharrows are being applied to a particular road
- Legal relevance of Sharrows
- How they may assist the movement of cyclists
- What drivers need to do when using a road with Sharrows

See link below for example of brochure:

<http://www.charlessturt.sa.gov.au/webdata/resources/files/Greenways%20and%20Cycle%20Paths%20Project.pdf>

Appendix A Standard Drawing S-7349 Sheet 1

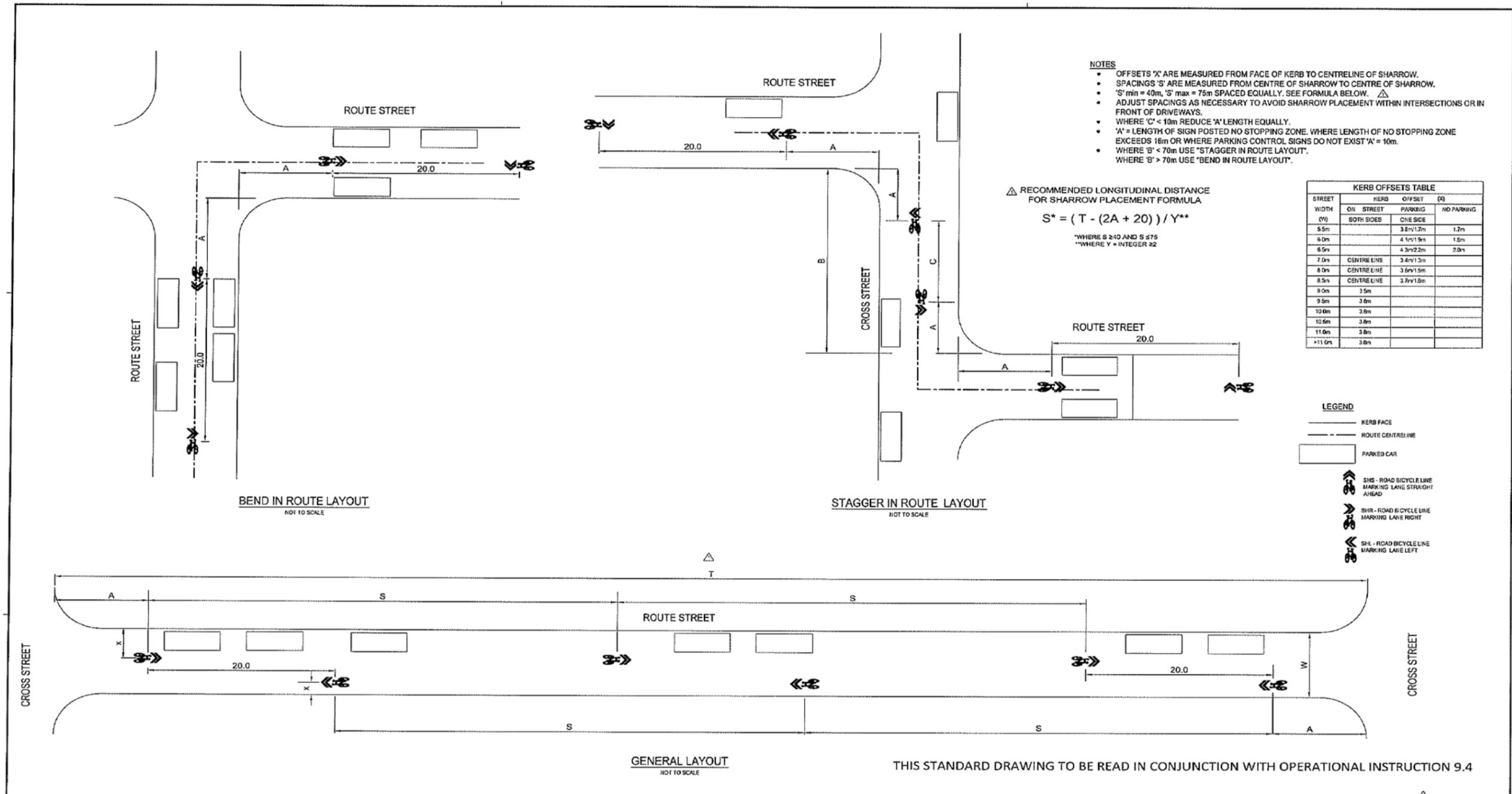


THIS STANDARD DRAWING TO BE READ IN CONJUNCTION WITH OPERATIONAL INSTRUCTION 9.4

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						PROJECT START ROAD RUNNING DISTANCE PROJECT END ROAD RUNNING DISTANCE		ADVISORY BICYCLE PAVEMENT MARKING: SHARED LANE MARKING (SHARROW)						
1 DRAWING TITLE ALTERED		QLB				SCALES		DESIGNED CHECKED	DRAFTED CHECKED	ACCEPTED FOR USE S.PASCALE TITLE MANAGER TASS DATE 25/05/2015	ACCEPTANCE FORM KNET No. 9521902	DRAWING No. S-7349	SHEET No. 1	AMEND No. 1
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Appendix B Standard Drawing S-7349 Sheet 2



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<p>Government of South Australia Department of Planning, Transport and Infrastructure</p>		PROJECT No. FILE No. DESIGN No. SURVEY No. PROJECT START ROAD RUNNING DISTANCE PROJECT END ROAD RUNNING DISTANCE	STANDARD DRAWING ADVISORY BICYCLE PAVEMENT MARKING: SHARED LANE MARKING (SHARROW)	
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