

# Technical Direction

## Traffic and Transport

TTD 2019/001 | RMS.19.1342 – 8 August 2019

### Combined pedestrian and bicycle lanterns

Summary:	Audience:
This technical direction provides the guiding principles for implementing combined pedestrian and bicycle lanterns.	<ul style="list-style-type: none"> <li>• RMS officers and staff</li> <li>• Local council officers</li> <li>• Traffic signal designers</li> </ul>

### Introduction

Under the NSW Road Rules 2014, bicycle riders are only legally allowed to ride across marked foot crossings (ie signalised crossings) when bicycle crossing lights are installed. It is standard practice that bicycle crossing lights (ie lanterns) are installed wherever there are compliant shared or separated paths on both sides of a crossing.

Per Australian Standard 1742.14, separate bicycle lanterns are installed beside the pedestrian lanterns (see Figure 1). However, separate bicycle lanterns can be problematic in some locations, for example because of space constraints or prohibitively high cost of installation. To alleviate these issues, lanterns that combine the pedestrian and bicycle symbols on the one lantern face have been developed for use in NSW (see Figure 2).



Figure 1. Example of separate pedestrian and bicycle lanterns



Figure 2. Example of a combined pedestrian and bicycle lantern

### Approvals:

<b>Owner:</b>	Greater Sydney Division	<b>Review Date:</b>	08-08-2022
<b>Authorised by:</b>	Colin Langford, Director NW Precinct	<b>Effective Date:</b>	08-08-2019

## Regulatory framework

Following is a summary of the key, relevant rules from the NSW Road Rules 2014.

Rule	Description
239	A separated footpath is an area that has a bicycle path and footpath located beside each other and is designated by separated path signs or markings.
242	A shared path is an area for use by both bicycle riders and pedestrians and is designated by shared path signs or markings.
248	A bicycle rider must not ride across a marked foot crossing unless there are bicycle crossing lights showing a green bicycle crossing light

## Guidelines

The combined pedestrian and bicycle lanterns should be used in preference to separate lanterns. Compared to separate lanterns, the combined lanterns:

- Are materially cheaper to purchase and operate (ie one mounting versus two)
- Cheaper and easier to install, reducing the exposure of signal crews to live traffic
- Help us to enhance our customer service by improving connectivity and amenity for cyclists.

However, research indicates that older people may find it more difficult to recognise the symbols and symbol recognition may decline on long crossings. Therefore traffic practitioners may, at their discretion, install separate pedestrian and bicycle lanterns on long crossings (eg >30 m and no lanterns in the median) or where there is likely to be a high proportion of older pedestrians using the crossing.

## Action

This technical direction is effective immediately and must be followed whenever bicycle lanterns can be installed.

Practitioners should also refer to the references listed below to ensure a comprehensive understanding of relevant issues.

## Updates

To ensure this technical direction remains current and relevant, minor updates may be made from time to time. The Roads and Maritime Services' website should also be checked for updates prior to using this technical direction.

<https://www.rms.nsw.gov.au/business-industry/partners-suppliers/document-types/index.html>

## References

AS 1742.9: Manual of uniform traffic control devices - Bicycle facilities

AS 1742.14: Manual of uniform traffic control devices - Traffic signals

AS 2144: Traffic signal lanterns

NSW Road Rules 2014

Research report 2017: Combined pedestrian and bicycle crossing light trial

Traffic Signal Design Guide

TSI-SP-073: Combined pedestrian and bicycle crossing lantern



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**August 2019**  
RMS.19.1342