



# CYCLING TASMANIA CODE OF CONDUCT FOR CYCLISTS

## **ROLLING THROUGH - SWAPPING OFF - TAKING A TURN.**

It is safer if you get to the back as quickly as possible as the group is possibly riding three or four abreast until you and your partner slot in at the back. Check the road is clear behind before peeling off. There are swapping techniques that avoid being more than two abreast.

**DON'T OVERLAP** wheels or "half wheel". It disrupts the flow of a bunch, is dangerous and discourteous to other riders. You could touch wheels and crash.

**LIMIT YOUR BUNCH SIZE.** A large bunch can exceed the length of a long truck and may be particularly inappropriate along narrow roads or where there are traffic lights to negotiate.

Bunches should be limited to a maximum of 20 riders. Being stuck behind a big bunch is not good for relations between cyclists and drivers. Tails of bunches must not "run" traffic lights - it is both illegal and dangerous

In very large bunches, warning signals don't get telegraphed all the way down the line meaning those at the rear don't see hazards, often resulting in crashes and falls.

**RIDE TIMING.** When possible avoid bunch riding during peak periods, particularly on busy roads and around schools at pick up and drop off times.

**ANTISOCIAL BEHAVIOUR** Be aware that using bad language, spitting, and snorting can offend people when done in the wrong time and place. To build goodwill with the community, restrict any anti social behaviour so as to not offend others.

"Road rage" is not a solution for either riders or drivers. Everyone makes mistakes whether driving or riding. Stay calm but report any obvious dangerous behaviour to Police on 131 444. On the other hand, acknowledge courtesy and recognition by other road users – a smile or a wave promotes good relations.

Join your local Cycling Club, BUG (Bicycle Users Group) or Cycling Tasmania to learn from others and be represented.

RACT Bike Assist, part of RACT ROADSIDE Ultimate membership, provides breakdown assistance for cyclists- peace of mind on your bike. For more information phone 13 27 22 or see [www.ract.com.au](http://www.ract.com.au).

## **RESOURCES AND FURTHER READING**

[www.tas.cycling.org.au](http://www.tas.cycling.org.au)

Code of Conduct for Cyclists (Complete)

2009 Update of Road Rules for Cyclists Fact Sheet (PDF)

Sharing the Road in Tasmania Brochure

Complete Road Rules

[www.CyclingSouth.org.au](http://www.CyclingSouth.org.au)

Summary of Road Rules for Cyclists

[www.tasbicyclecouncil.org.au](http://www.tasbicyclecouncil.org.au)

[www.tbug.org.au](http://www.tbug.org.au)

[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)

NSW Bicycle Riders Handbook

[www.vic.cycling.org.au](http://www.vic.cycling.org.au)

Vic Code of Conduct for Training Cyclists

Photography by [robburnettimages](http://robburnettimages)

**Bikes are classified as vehicles under the Road Rules and cyclists must obey all appropriate regulations.**

However, there are some specific rules applying to bikes that are not well understood by either bike riders or drivers and cause confusion and conflict.

This Code focuses on these rules and points out additional things riders can do, as individuals or when riding in groups, to improve relationships with other road users and the wider community.



This Code of Conduct is a joint initiative of

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## WHY HAVE A CODE OF CONDUCT FOR CYCLISTS?

### A Message from Louise Padgett

More people are riding bikes with increasingly more bikes sold each year than cars. Half of all Tasmanian households have access to a bicycle. People are

commuting, training, racing, mountain biking and riding for fitness and recreation.

The Road Rules are the things we must do – obeying the rules is one of the greatest contributions we can make towards maintaining respect and support from the community. Adopting the voluntary principles in the Code will help to make interactions between different road users safer and smoother.

Bike lanes and trails are making riding safer, yet there will never be complete separation and vehicles and riders must **share the road**.

Bicycles are recognised as vehicles and have a legitimate right to be on the road. However, obeying the law, showing courtesy and using good techniques will increase the safety of cycling and help to create a positive image of cyclists.

This Code aims to point out, to both new and experienced riders, the rights and responsibilities that go with safe cycling. It contains principles and expectations that should be considered binding on responsible bike riders. It aims to build mutual respect between all users of the roads, trails and paths that we share and with the wider community.

*Safe Riding,*



Louise Padgett  
**Ambassador for the Amy Gillett Foundation**  
[www.amygillet.org.au](http://www.amygillet.org.au)

## RULES: WHAT YOU MUST DO.

Obey all relevant Road Rules. There are some specific rules for bikes that are not well understood by either cyclists or drivers and cause confusion.

Bike riders are legally permitted to ride **two abreast**. On a road that is NOT multi-lane, riders must not ride over **1.5** metres apart from each other. On a multi-lane road, it is permitted, and often safest, to actually take the left lane. Riders are more visible two abreast and, if they take a lane, drivers are less likely to squeeze riders or pass a single rider too closely.

**BIKE LANES** are for the exclusive use of cyclists and are indicated by specific signage on or beside the road. Where a Bike Lane is provided, cyclists must ride in the lane unless it is impractical to do so, such as avoiding potholes or making right hand turns.

A motor vehicle is not permitted to drive in a Bike Lane except to pass a right turning vehicle or to enter or leave a parking space or side street or if a bus or taxi is picking up or dropping off passengers. Drivers must not drive in a Bike Lane for more than 50 metres and must give way to cyclists.

Past a "Lane Ends" sign, cyclists must again share the road and normal road rules apply. A road shoulder marked only by an Edge Line is not a Bike Lane.

Riders in Bike Lanes must travel in the same direction as the traffic. Currently there are no two way or 'contraflow' lanes in Tasmania.

**AT INTERSECTIONS**, riders may overtake on the left of a motor vehicle unless the vehicle is signalling and in the process of turning left.

**FOOTPATHS**. Cyclists can share footpaths except where "No Go" zones are designated. Riders must keep left, give way to pedestrians and ride with due care and consideration for other users.

**BE SEEN – BE SAFE**. Bright clothing, hi-vis and reflective vests help you to be seen. Hi-vis back pack covers are good for commuters. Use lights visible for 200m in poor light conditions - a flashing or steady white light on the front and a flashing or steady rear red light. Consider using flashing lights at all times.

Be constantly aware of what traffic is around you – helmet or bar mounted mirrors let you know what's behind and where your ride partners are.



## BUNCH RIDING ETIQUETTE

Well organised bunches can ride further and faster than solo riders or non-organised groups. Rider safety is improved by making the entire group much more visible to other traffic, especially from behind. Bunch riding is also much more sociable.

However, if not done correctly, bunch riding can be hazardous and create tension between riders and other road users.

There are many technical rules for riding in a bunch but adopting the following principles can directly reduce the effect on other road users. However, while there is safety in numbers, you must continue to be responsible as an individual rider.

**ALWAYS OBEY THE ROAD RULES.** Know the Rules and follow them.

**KEEP THE BUNCH TIGHT AND COMPACT.** When you are leading, monitor potential problems and give plenty of warning of obstacles, impending stops or changes of pace. Make sure you know the ride route.

In the bunch, stay relaxed but alert for warnings and changes in pace. Try to watch what's happening four or five riders up the line and pass on warning signals and calls.

**BE PREDICTABLE AND HOLD CONSISTENT LINES.** When riding two abreast, stay close. From behind, wide separation spaces make it appear that a bunch is three or more wide.

