

Authorised Version

**Road Safety Road Rules Amendment (Lane
Filtering) Rules 2015**

S.R. No. 120/2015

TABLE OF PROVISIONS

<i>Rule</i>		<i>Page</i>
1	Objective	1
2	Authorising provision	1
3	Commencement	1
4	Principal Rules	1
5	New rule 44 substituted	2
6	No overtaking etc. to the left of a vehicle	2
7	Driving within a single marked lane or line of traffic	2
8	Moving from one marked lane to another marked lane across a continuous line separating the lanes	3
9	New rules 151A and 151B inserted	3
10	Schedule 2	5
11	Dictionary	5
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Endnotes		7

Authorised Version

STATUTORY RULES 2015

S.R. No. 120/2015

Road Safety Act 1986

Road Safety Road Rules Amendment (Lane Filtering) Rules 2015

The Administrator of the State of Victoria as the Governor's deputy, with the advice of the Executive Council, makes the following Rules:

Dated: 20 October 2015

Responsible Minister:

LUKE DONNELLAN
Minister for Roads and Road Safety

MATTHEW McBEATH
Clerk of the Executive Council

1 Objective

The objective of these Rules is to amend the Road Safety Road Rules 2009 to provide for the circumstances in which the rider of a motor cycle may lawfully engage in lane filtering.

2 Authorising provision

These Rules are made under section 95D of the **Road Safety Act 1986**.

3 Commencement

These Rules come into operation on 2 November 2015.

4 Principal Rules

In these Rules, the Road Safety Road Rules 2009¹ are called the Principal Rules.

5 New rule 44 substituted

For rule 44 of the Principal Rules **substitute**—

"44 Division does not apply to entering or leaving a roundabout or lane filtering

This Division does not apply to—

- (a) a driver entering, in or leaving a roundabout; or
- (b) the rider of a motor cycle who moves from within a lane or line of traffic in order to engage in lane filtering in the circumstances set out in rule 151B.

Notes

- 1 Part 9 deals with giving change of direction signals when entering or leaving a roundabout.
- 2 *Lane filtering* is defined in the dictionary."

6 No overtaking etc. to the left of a vehicle

After rule 141(3) of the Principal Rules **insert**—

- "(4) This rule does not apply to the rider of a motor cycle engaging in lane filtering in the circumstances set out in rule 151B.

Note

Lane filtering is defined in the dictionary."

7 Driving within a single marked lane or line of traffic

After rule 146(2) of the Principal Rules **insert**—

- "(3) This rule does not apply to the rider of a motor cycle engaging in lane filtering in the circumstances set out in rule 151B.

Note

Lane filtering is defined in the dictionary."

8 Moving from one marked lane to another marked lane across a continuous line separating the lanes

- (1) In rule 147(e)(ii) of the Principal Rules for "Rules." **substitute** "Rules; or".
- (2) After rule 147(e) of the Principal Rules, before the penalty provision, **insert**—
 - "(f) the rider of a motor cycle is engaging in lane filtering in the circumstances set out in rule 151B."
- (3) In Note 1 at the foot of rule 147 of the Principal Rules for "*Marked lane*," **substitute** "*Lane filtering, marked lane*".

9 New rules 151A and 151B inserted

After rule 151 of the Principal Rules **insert**—

"151A Lane filtering at excessive speed

The rider of a motor cycle must not engage in *lane filtering* at a speed greater than 30 km per hour along a length of road.

Penalty: 3 penalty units.

Notes

- 1 *Lane filtering* does not include overtaking. This rule does not apply to a person who is lawfully overtaking under these Rules.
- 2 *Lane filtering, length of road* and *overtake* are defined in the dictionary. *Motor cycle* is defined in the **Road Safety Act 1986**.

151B Circumstances in which a motor cycle rider may engage in lane filtering

- (1) For the purposes of rules 44, 141, 146 and 147, the circumstances in which the rider of a motor cycle may engage in *lane filtering* are—
 - (a) the rider holds a motor cycle licence;
and

- (b) it is safe to engage in lane filtering; and
- (c) a *no motorcycle lane filtering sign* does not apply to that length of road.

Notes

- 1 Motor cycle licence does not include a motor cycle learner permit.
 - 2 A rider of a motor cycle who engages in *lane filtering* at a speed less than 30 km per hour but does not meet the conditions of this rule may not be complying with rules 44, 141, 146 or 147.
- (2) A *no motorcycle lane filtering sign* applies to the length of road beginning at the sign and ending at the nearest of the following—
- (a) an *end no motorcycle lane filtering sign*;
 - (b) if the road ends at a T-intersection or dead end—the end of the road.

Notes

- 1 *T-intersection* is defined in the dictionary.
- 2 Rule 322(1) and (2) deal with the meaning of a traffic sign on a road.

No motorcycle lane filtering sign



End no motorcycle lane filtering sign



”.

10 Schedule 2

In the Table in Schedule 2 to the Principal Rules **insert**—

"No motorcycle lane filtering sign (rule 151B)



End no motorcycle lane filtering sign (rule 151B)



."

11 Dictionary

In the Dictionary to the Principal Rules **insert** the following definition—

"lane filtering means when the rider of a motor cycle rides along a length of road between—

- (a) two adjacent lines of traffic travelling in the same direction as the motor cycle; or
- (b) two vehicles (regardless of whether the rider remains within a single marked lane) and each vehicle is travelling in—
 - (i) the same direction as the motor cycle; and
 - (ii) separate, but adjacent, marked lanes; or

(c) a vehicle travelling in the same direction as the motor cycle and an adjacent parked vehicle or line of parked vehicles—

but does not include overtaking.

Note

Length of road, line of traffic, marked lane and *overtake* are defined in this dictionary. *Motor cycle* is defined in the **Road Safety Act 1986**."

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S.R. No. 120/2015

Endnotes

Endnotes

¹ Rule 4: S.R. No. 94/2009. Reprint No. 1 as at 1 August 2013. Reprinted to S.R. No. 88/2013. Subsequently amended by S.R. Nos 134/2013, 151/2013, 68/2014, 132/2014, 146/2014 and 86/2015.