



Temporary Traffic Management Plans (TTMs) that affect bicycle infrastructure

1. Preamble

Some temporary traffic management plans have caused concern for people riding bikes and some have received adverse media attention. Some contractors have requested Pedal Power (PP) advice or 'clearance' for particular plans.

While PP is pleased to be invited to comment, and that the needs of people who ride, are being considered, PP does not have the resources to provide comment on all of the many work sites affecting cycling infrastructure.

The following recommendations are offered to assist those preparing Temporary Traffic Management Plans (TTMs) which affect people who ride bicycles.

2. On Road

2.1 Major Roads with cycle lanes

Where established cycle lanes have been provided a practical alternative route should be provided for bicycles.

Options available are as follows:

- a. Maintain cycle lane through the site using appropriate signage and delineation of the cycle lane. Where necessary the adjacent traffic lane is used as a cycle lane.
- b. Detour to alternative route on road.

Even if the length of the alternative route is not greatly increased it can significantly increase cycle time and effort.

Many proposals require additional road crossings, generally at traffic lights, increased hills and stopping and starting.

Temporary Traffic Management Plans - Bicycles

For example:

The work site is on a grade separated road, requiring cyclists to detour down the exit ramp across the other road then up the entry ramp. Often only one crossing point is provided on the road to be crossed, requiring cyclists to wait at three extra road crossings, with stop, starts and then climb up entry ramp. The extra time and effort will be significant even though the increase in travel distance is not great.

If used the following should be provided:

- Generally a design that provides a smooth route for bicycles at an appropriate speed, with a minimum of stops, starts and sharp turns.
- Adequate advanced warning signage to allow a cyclist travelling at speed, possibly 50kpm or faster, to react.
- Signposting of the full detour route.
- Adequate on road to off road connections and waiting/turning points if cyclists required to stop and use traffic lights to cross roads.

For short lengths of work site, such as bridge work, where the cycle lane needs to be closed, cyclists may choose to merge with traffic and continue on the same road, especially in off-peak times when traffic is light. While an 'official' detour is signposted the alternative merge should be allowed for by not blocking and/or closing cycling lane for longer lengths than necessary.

For example:

The detour starts at the off ramp but the worksite does not start for several hundred meters at an intersection or bridge with the worksite perhaps less than 100m in length. A cyclist choosing to merge could stay in the cycle lane until the work site and be in the traffic lane for only a short distance before returning to the cycle lane.

c. Detour to off road path.

- Appropriate advanced signage for cyclist travelling at road speed which may be 50kph or faster.

Some detours may be well in advance of works and the reason to detour not obvious. Advice signs should be considered – *lane closed at, detour via ... from/to date.*

- Appropriate on to off road path connections allowing for potential speed of cyclists. Both the surface condition and alignment need to be considered.
- Consider the increased cycle traffic on the path:
is the path suitable as a detour – width, surface condition, alignment and overhanging bushes?

Cyclists may prefer to find alternative routes during the works and advanced notice of proposed work and routes can help cyclist plan an alternative rather than being surprised on the first day of works. Consider providing advanced notice signage in the weeks prior to the work commencing.

Temporary Traffic Management Plans - Bicycles

2.2 Collector roads

2.2.1 With existing lanes

Loss of an existing facility which has been relied on can affect people who ride and recommendations for major roads should apply.

2.2.2 Wide lanes

Narrowing of a wide lane can create a squeeze point and safety hazard for people riding bikes. If it is necessary to narrow the lanes safety of all users should be considered.

- Adequate advanced warning signs of narrowing that are visible to people riding bikes and also to people driving other vehicles.
- Control traffic as appropriate with delineation and speed limits
- If alternate off road route appropriate, advanced warning of detour provided to all users, including people walking.
- Adequate on to off road path connections provided with appropriate surfacing and alignment.

2.3 All roads without cycle lanes

As no specific cycle facilities are provided, additional provision for cyclists need not be made. However it is appropriate to ask ‘where will a cyclist go if on this road?’ and consider recommendation such as for 2.2 above.

3. Off Road Path Works

3.1 Footpath and Community Paths

Footpaths and Community Paths are not only used by people walking and riding, but parents with prams and strollers, mobility scooters and wheel chairs. Any path closure should consider all these users.

All users have a common need of adequate width and good surfacing. People riding bikes, however can be travelling faster than other users and need appropriate advanced warning to react to the change of direction or condition. This advanced warning will also assist other users.

3.2 Main Community Routes

Main community routes can carry significant numbers of pedestrians and cyclists especially commuters. The Main Community Routes are identified in *Design Standards*

Temporary Traffic Management Plans - Bicycles

for Urban Infrastructure 13, Pedestrian & cycle Facilities, drawing DS13-11. Convenient, practical alternate routes should be provided for Main Community Routes by:

- Constructing temporary paths adjacent to the worksite with all weather surface such as bitumen seal or structural plywood with non slip surfacing. Smooth surfacing and alignment appropriate to expected speeds are appropriate.
- Satisfactorily signposted worksite, including advanced warning. Consider providing advanced notice of changes in the weeks before the works start.
 - Path width, surface condition, alignment and overhanging bush need to be suitable for expected volume and speed of all users.
 - Additional road crossing with and without traffic lights significantly increase time and effort of people riding bikes.

Lighting of routes should be provided, especially to indicate the changed conditions.

3.3 Other Community Paths

Recommendations for Main Community Routes are the preferred option.

Alternative routes should be available and advanced notice of closure provided at the decision points for the alternate routes.

3.4 Other paths

People of all ages may be cycling on footpaths and other pathways. Signage should be seen sufficiently in advance of the worksite to warn of the changed conditions, given that bicycles will be travelling faster than pedestrians and warning needs to be sufficiently ahead of the worksite to allow time to react.