

# Guidelines for managing cyclists where cycle lanes are impacted by a worksite

Issued: 31 May 2016

Effective: 1 August 2016



# Guidelines for managing cyclists where cycle lanes are impacted by a worksite

## The mandate for change

At the 26 August 2015 meeting of the CoPTTM Governance Group (CGG) the following project was set as a priority 1 project.

Project	Rationale
Cyclists	Consider options on how to handle cyclists. Consider local guidelines for RCAs (including best practice options).

Since then a discussion document has been developed and consultation completed with contractors, RCAs and cycling groups. Their feedback has been reviewed and incorporated into this technical note which becomes effective from 1 August 2016. Changes will be incorporated into CoPTTM during the December 2016 update.

## Situations addressed by these guidelines

The following situations are addressed:

- Situation 1:** Temporary cycle lane installed alongside the working space with 2 lanes available for traffic
- Situation 2:** Cycle lane closed due to insufficient available lane width to maintain 2 lanes and a cycle lane
- Situation 3:** Cyclists impacted by Stop/Go operation

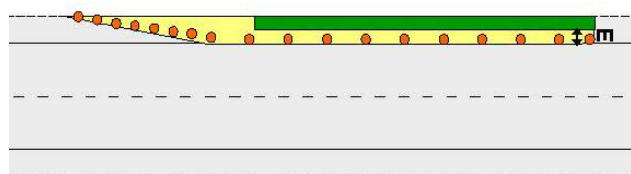
## Amendments to CoPTTM

Add the following terms to the glossary:

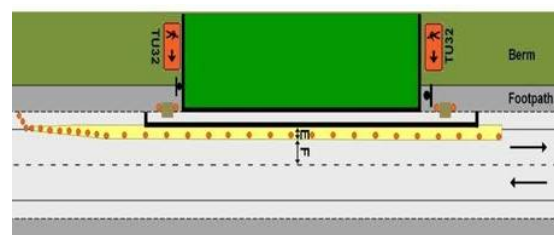
**Working space** The area within a worksite that is available for workers use to complete the activity. The working space is to contain any reasonably foreseeable risk of the activity so that we can put pedestrians and cyclists adjacent to the working space.

**Lateral safety zone** Lateral safety zones are positioned on the traffic side of the working space (or temporary pedestrian walkway) to separate workers, vehicles, plant or materials from passing vehicles.

Worksite and safety zone



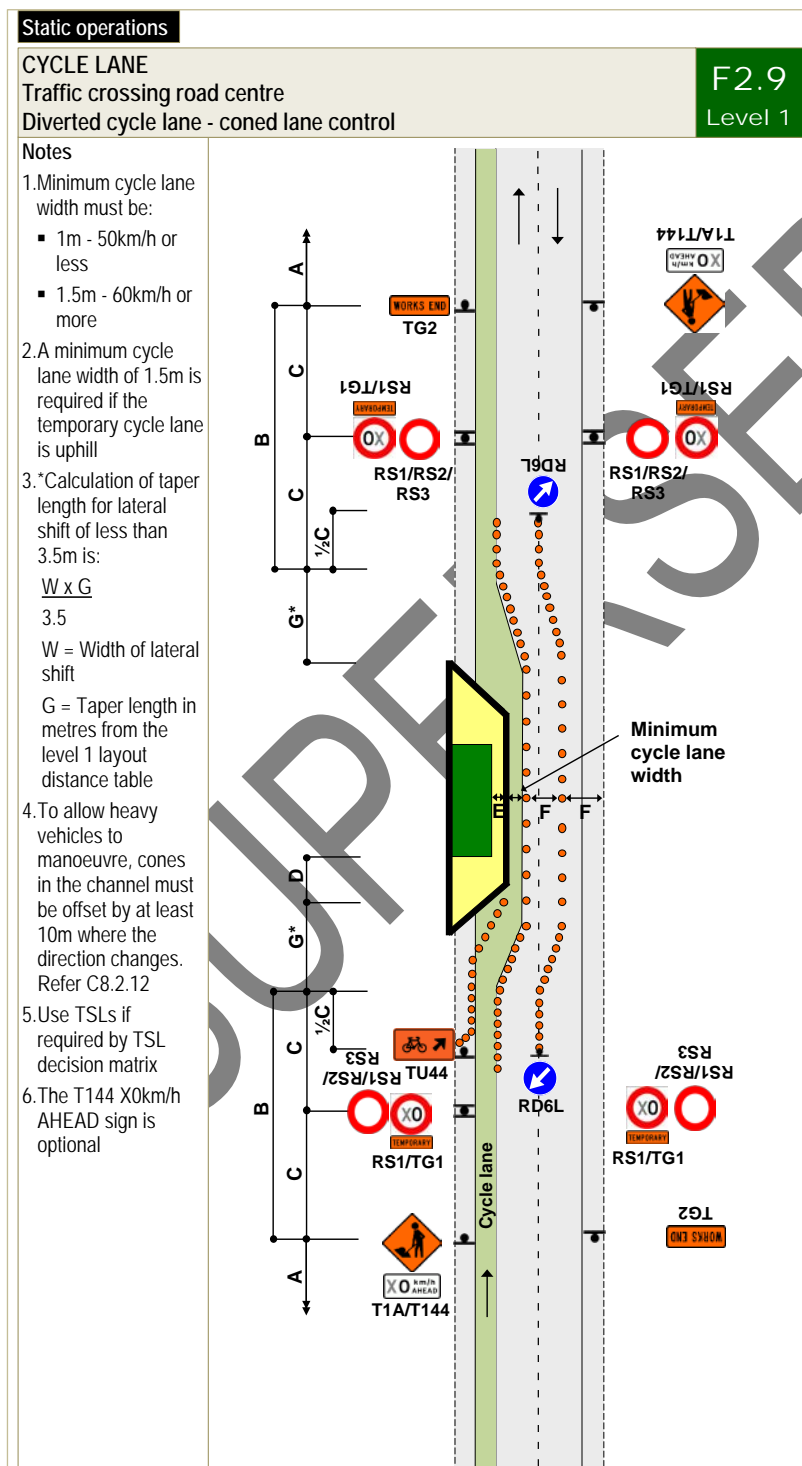
Worksite, footpath and safety zone



# Situation 1: Temporary cycle lane installed alongside the working space with 2 lanes available for traffic

Currently CoPTTM requires the following for this situation:

## Extract of TMD F2.9 (repeated in TMD G1.6 for level 2)



## Approved changes to TMD F2.9 and TMD G1.6

**Remove requirement for lateral safety zone between working space and cycle lane.**

*Rational*

*The lateral safety zone separates workers from risk associated with passing road users (eg heavy vehicles' side mirrors, overhanging loads, an unsecured tethering). Cyclists do not pose the same risk as heavy vehicles therefore this lateral safety zone may be removed.*

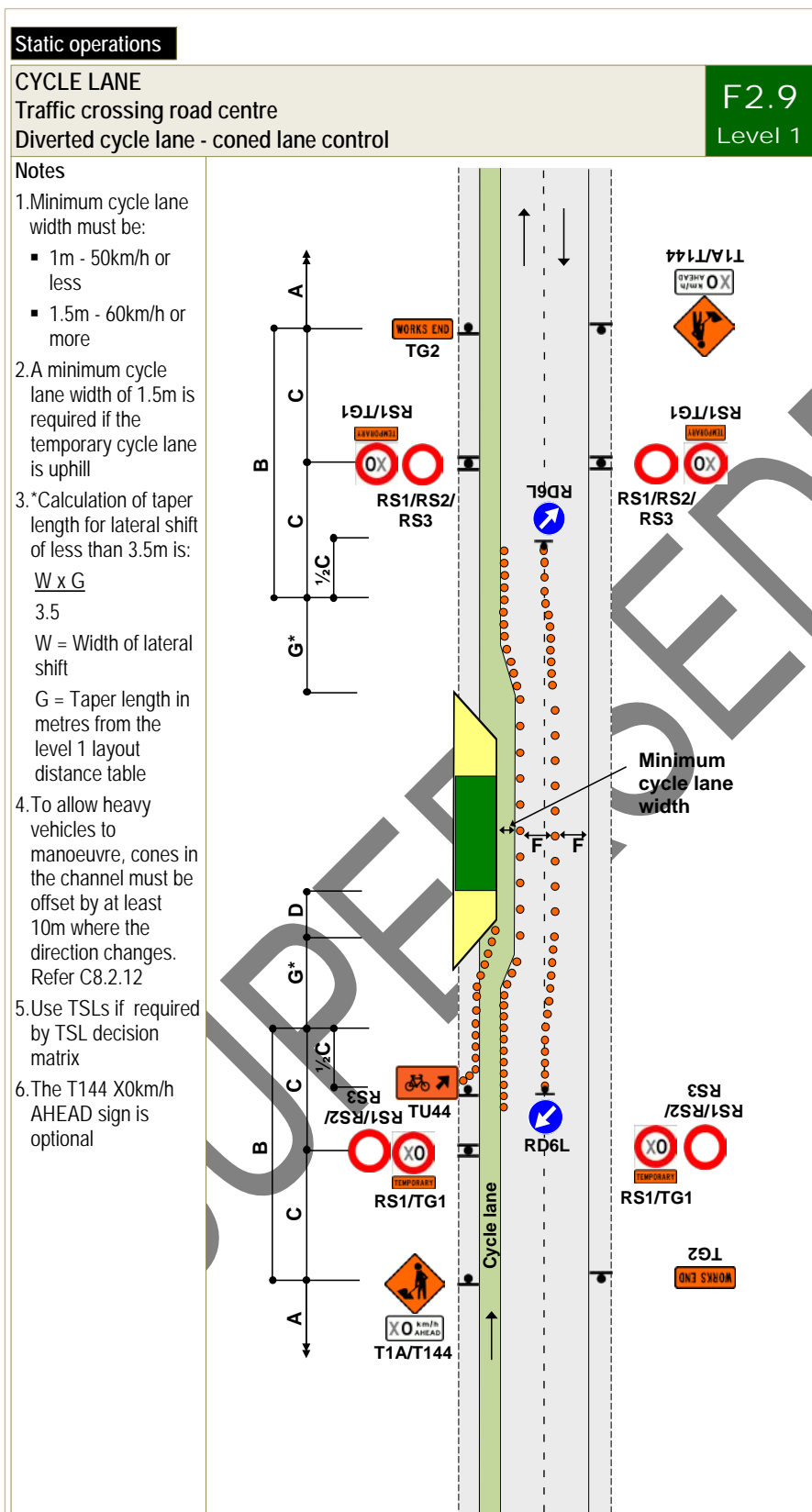
*There is a precedent currently in the code - Refer TMDs F2.1, F2.2, F2.3 Pedestrian management*

*CoPTTM allows temporary pedestrian paths to be installed alongside the working space without a lateral safety zone between the temporary path and the working space. The inferred risk to workers in this case is minimal.*

*Note: CoPTTM shows no lateral safety zone on the traffic side of a temporary cycle path. The inferred risk to cyclists in this case is minimal.*

**SUPERSEDED**

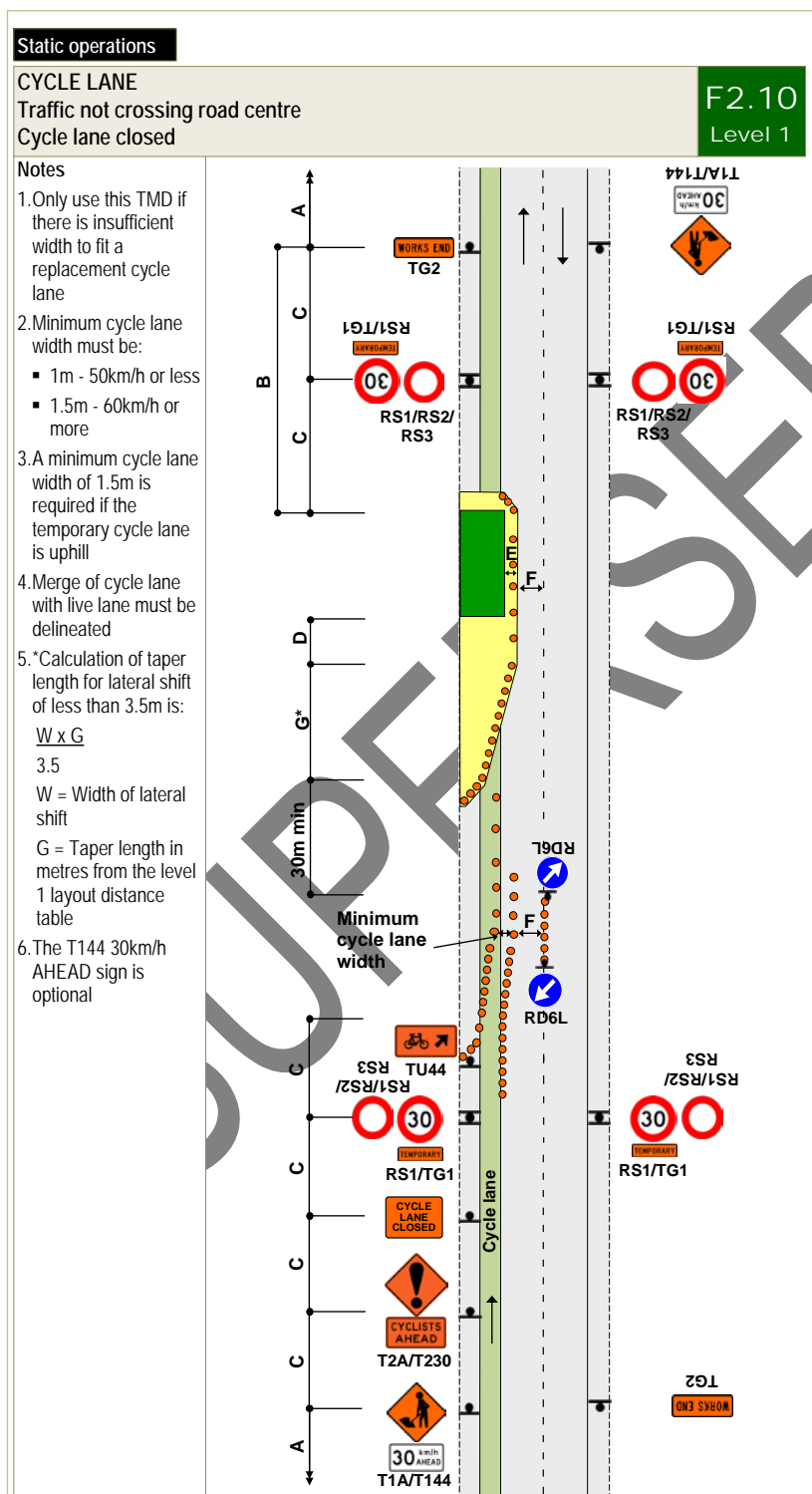
## Revised TMD F2.9 (amendments to be duplicated in G1.6)



## Situation 2: Cycle lane closed due to insufficient available lane width to maintain 2 lanes and a cycle lane

Currently CoPTTM requires the following for this situation:

### Extract from F2.10



## Approved changes to F2.10

**Remove the Other Hazard (T2) sign and the CYCLISTS AHEAD (T230) supplementary plate**

*Rational*

*The CYCLE LANE CLOSED sign provides notification for both cyclists and other road users*

**Extend 30m of merging for cyclists to 50m**

*Rational*

*Allows more time for cyclists to look back at approaching vehicles and identify gaps where they can merge with traffic prior to arrival at the taper*

**Add a new TMD (G1.6a) to section G to show this situation**

*Rational*

*Cycle lanes occur on level 2 roads and there needs to be an example TMD in section G showing how the worksite is to be set up*

SUPERSEDED





## Situation 3: Cyclists impacted by Stop/Go operation

There are many different situations where cyclists are impacted by Stop/Go operations. Cyclists tend to move slower and in a manner different to other traffic.

If the route is narrow, or rough it may be prudent to make allowances for the slower cyclists.

It is recommended you consider separating the cyclists from the other traffic by time. This can be achieved by releasing the other traffic first with the cyclists following and ensuring that no traffic follows behind them until they have cleared the area of stop/go operation.

This will require additional communication between the MTC and the cyclists/drivers to ensure they understand the process.

Alternatively, if there is sufficient road width a temporary cycle lane may be established for the cyclists.

SUPERSEDED