

Traffic Control Plan Guide – providing for people riding bicycles

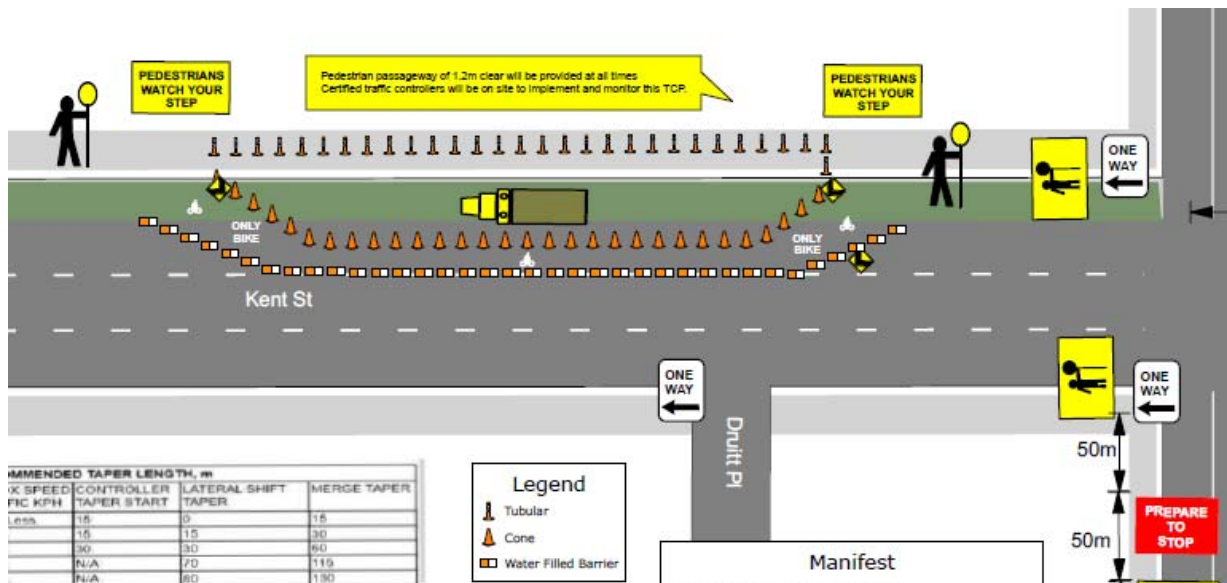
Australian Standard AS1742.3, RMS Traffic Control at Worksites Manual, and SafeWorkNSW all require safe provision to be made for the public at and around worksites, and for the temporary facility to be **equivalent** and **at least the same standard**.

This Guide shows how to achieve equivalent provision for people riding bikes in your Traffic Control Plan. If it is not possible to fully comply with this guide, you should document extra measures you put in place to manage the risks.

Do:

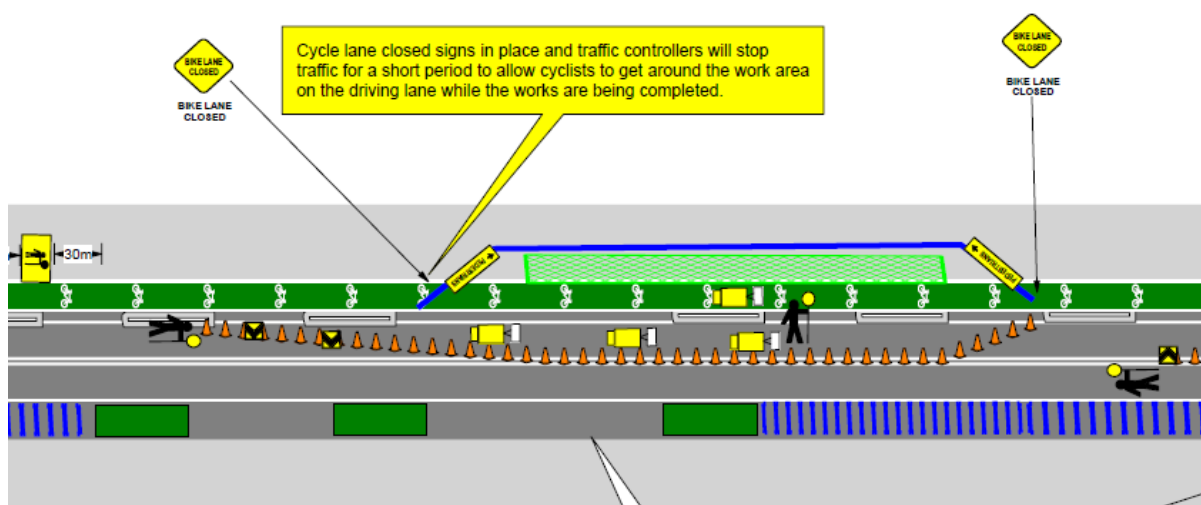
For separated cycleways or shared paths (where people are protected from traffic, often bidirectional):

1. On high traffic streets and/or high volume cycleways



Divert both directions of bike traffic onto a protected area of the road with water filled barrier separation using a parking or traffic lane. You may need to remove the far side parking lane or divert motor traffic to create space. Use a safe driveway or kerb ramp (no lips) for entry/exit. Ensure it works in both directions, is well signed and the surface is smooth and clean. Minimum width is 2.5-3m for a two way path or 1.5-2m for one way lane or path.

2. On low traffic streets



Traffic controllers can stop traffic flow in both directions to enable people riding to divert onto the roadway without risking collision with moving traffic. Ensure this works in both directions and is well signed. Only works with traffic controllers present and is not to be left overnight.

3. Short jobs

Schedule jobs overnight, between 9pm and 5am, when the number of people riding and walking are low, and divert riders safely (at appropriate ramps, with no lips) onto the footpath. Not suitable near late night venues where pedestrian traffic remains high. Could also be suitable during the day, outside peak periods and in less busy areas.



4. Half closures

Is it possible to close just half the width of the cycleway and allow one way flow of riders, using traffic controllers to assist managing flows if the cycleway is busy or the work site is long? Not suitable for high use areas/times.

For bike lanes or shoulders (simpler, because only used in one direction)

As for (1) above, created a space on road, delineated with traffic cones, to enable riders to have safe space to continue past the worksite. A contra-flow bike lane, however, may need more protection at the end, depending on traffic volumes and speeds; OR

As for (2) above, traffic controller can hold traffic briefly, to enable the person riding to safely merge ahead of traffic, and long enough for them to safely reach the other end of the worksite .

Other roads

Unless bike riding is banned (eg some tunnels), riders may use roads, whether or not they are bike routes, so you need to provide safe access around the worksite, to ensure there is no additional risk for people riding. This includes attention to the surface and debris.

Always consider:

- Volumes of bike riders, pedestrians and traffic, and whether bike flow is even in both directions, or tidal
- Peak times can be different for people riding (eg. from 3pm near schools, and high on weekend mornings)
- Lighting should be at least as good as the normal path or route
- Slopes will affect speeds
- Is the facility bidirectional (two way bike traffic) or contra-flow (the opposite direction to traffic flow)?



Don't: 



This is not equivalent.
Adding distance and time has more impact on people walking and riding than on drivers. Try to give people the most direct option. Divert cars instead.



This is not equivalent.
Dismount can mean extra risk, especially if someone is carrying a child on the bike, or is wearing cleats.



This is not equivalent.
A cycleway/shared path is protected from traffic and may be used by children or new riders not confident in traffic. Even reducing road width or narrowing the shoulder results in increased difficulty & risk.

Remember: “Barrier boards and signs should not be placed such that they force cyclists away from space allocated to cyclists; do not place roadworks signs so they block cycleways” (RMS Traffic Control at Worksites, 9.4.6)