Requirements for Temporary Traffic Work Sites and cycle lanes

Hamilton City Council
Te kaunihera o Kirikiriroa

All Temporary Traffic Management (TTM) sites must consider how they impact our city's cyclists when applying for a Corridor Access Request (CAR), and what can be done to remedy this.

Prior to submitting a Temporary Management Plan (TMP), the Site Traffic Management Specialist (STMS) on site must identify:

- Marked cycle lanes
- Endorsed cycle routes
- Off road designated cycling routes
- Routes with a high number of cyclists such as those near schools or the University/ Wintec, where the shoulder is an unofficial cycle lane
- Any main road where cyclists use the shoulder

A plan – either site specific, or generic – must accommodate cyclist requirements.

- If a Site Specific Traffic Management Plan is used for areas with known cycle lanes - it **must include a copy of this document**. The STMS must consider best practise.
  If a Generic Traffic Management Plan is used – it must include both a copy of this document, and a map of the cycle lanes in Hamilton (available on our website **here**).
  The STMS must identify a plan of action for any cycle lanes before site installation.

Identifying a cycle lane

A map of cycle lanes in Hamilton is available on the Hamilton City Council website – however, this may not have the most current data. We recommend an onsite inspection.

Cycle lanes within Hamilton can be identified by any one of the following methods.

Where a cyclist symbol has been painted at the beginning of a shoulder, this is a cycle lane.

Where there are green dotted lines along the shoulder, this is a cycle lane.

Do not place signs or cones in a cycle lane, blocking its use.

Sign and equipment placement

Here is a list of preferred sign and equipment placements, in order:

Preferred option:

Option 1: all cycle lanes and footpaths to remain open, and be free of signage. If the first option is not viable, please note the rationale as to why prior options are not feasible, and consider Option 2.

Option 2: Signage is fully on footpath, where footpath standards are still met. If options 1 and 2 are not viable, please note the rationale as to why prior options are not feasible, and consider Option 3.

Option 3: Signage is placed on back berm, in order to keep footpath and cycle lane open.

At no point can signs or equipment be placed in a marked cycle lane until after the point where it is deemed to be closed. This is now a CoPTTM (Code of Practice for Temporary Traffic Management) requirement.

Variable Message Sign locations

It is essential that the locations of Variable Message Sign (VMS) are considered prior to deployment. Unless necessary, a VMS is not be placed in a cycle lane. If this cannot be avoided, then the cycle lane may need to be closed, requiring a static closure.

Where possible, situations like this should be used

This type of situation is to be avoided (consider cycle lane closure if this is the only option)

Unattended sites

When leaving a site unattended, ensure that all TTM signs and equipment are reduced to the minimum amount as required by CoPTTM.

Do not leave redundant equipment in a cycle lane if it is not needed.

Guidance for enabling cyclists through an established static site

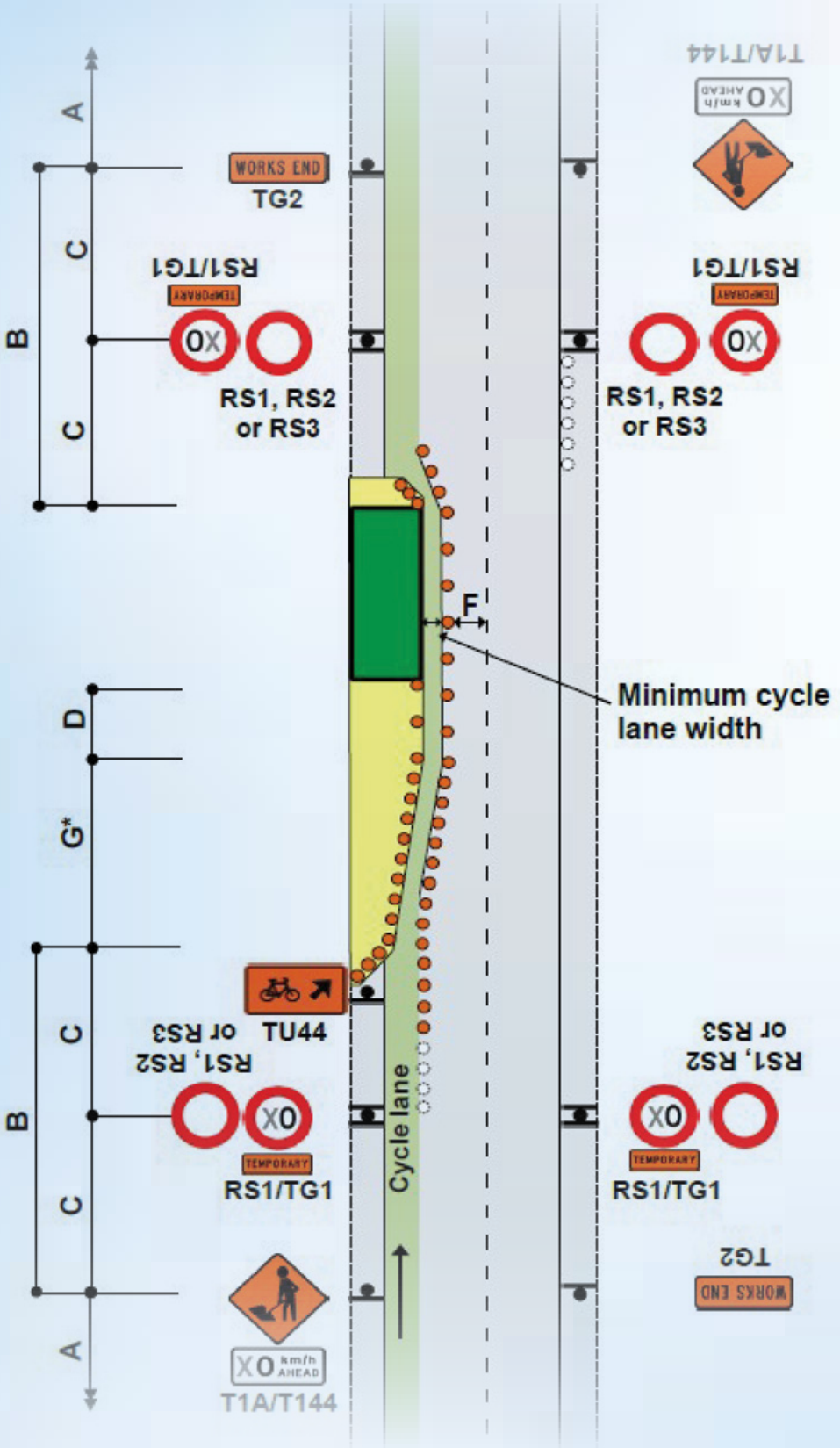
STEP 1: Does the working space require the use of the cycle lane?

NO proceed to **STEP 2**

YES use the following options

First Option: Place cones along the curb to keep the shoulder or cycle lane open for use by cyclists. If the first option is not viable, please note the rationale as to why prior options are not feasible, and consider Option 2.

Second option: Cycle lanes are in addition to a shoulder, and ensure that the cycle lane remains clear and able to be used.



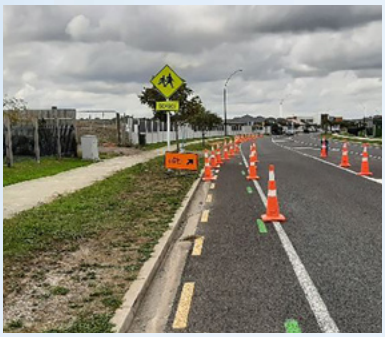
STEP 2: Can you provide a cycle lane and still have 2 lanes of traffic?

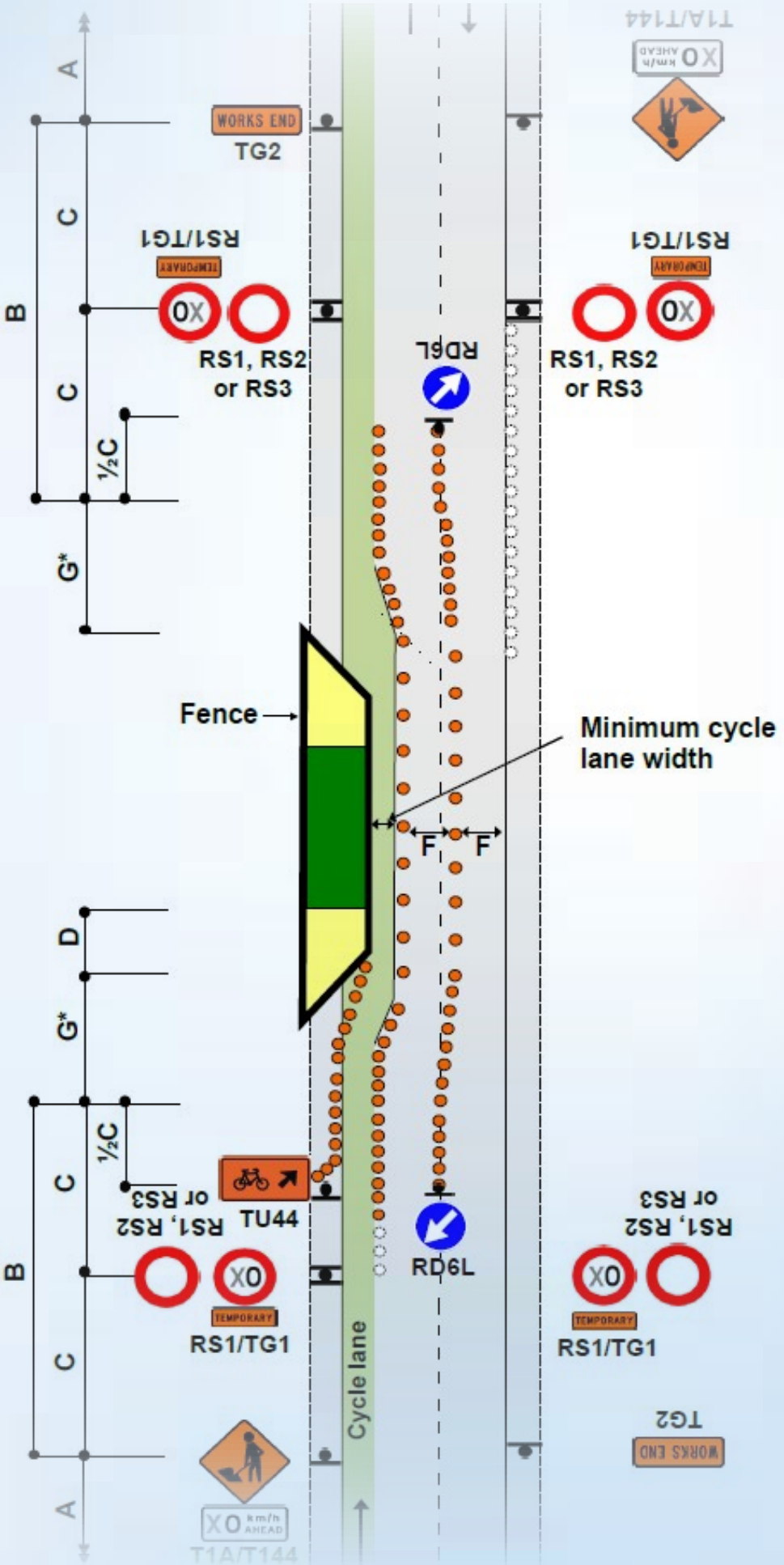
NO proceed to **STEP 3**

YES use the following options

First Option: Where works will require the use of the cycle lane, consider shifting the cycle lane into the carriageway, where traffic will not be forced to cross the centre, yet a cycle lane is formed using delineation devices. Be aware that this may require a Temporary Speed Limit (TSL) in order to maintain appropriate lane width. . If the first option is not viable, please note the rationale as to why prior options are not feasible, and consider Option 2.

Second Option: If the first option above would require vehicles to cross the centre, consider diverting the lanes in order to maintain a formal cycle lane. This option will require a TSL. Consideration must be given to any cycle lane on the opposite side, and to ensure this activity does not affect this lane.





STEP 3: Can two lanes of traffic be maintained. but there is not enough room for a cycle lane?

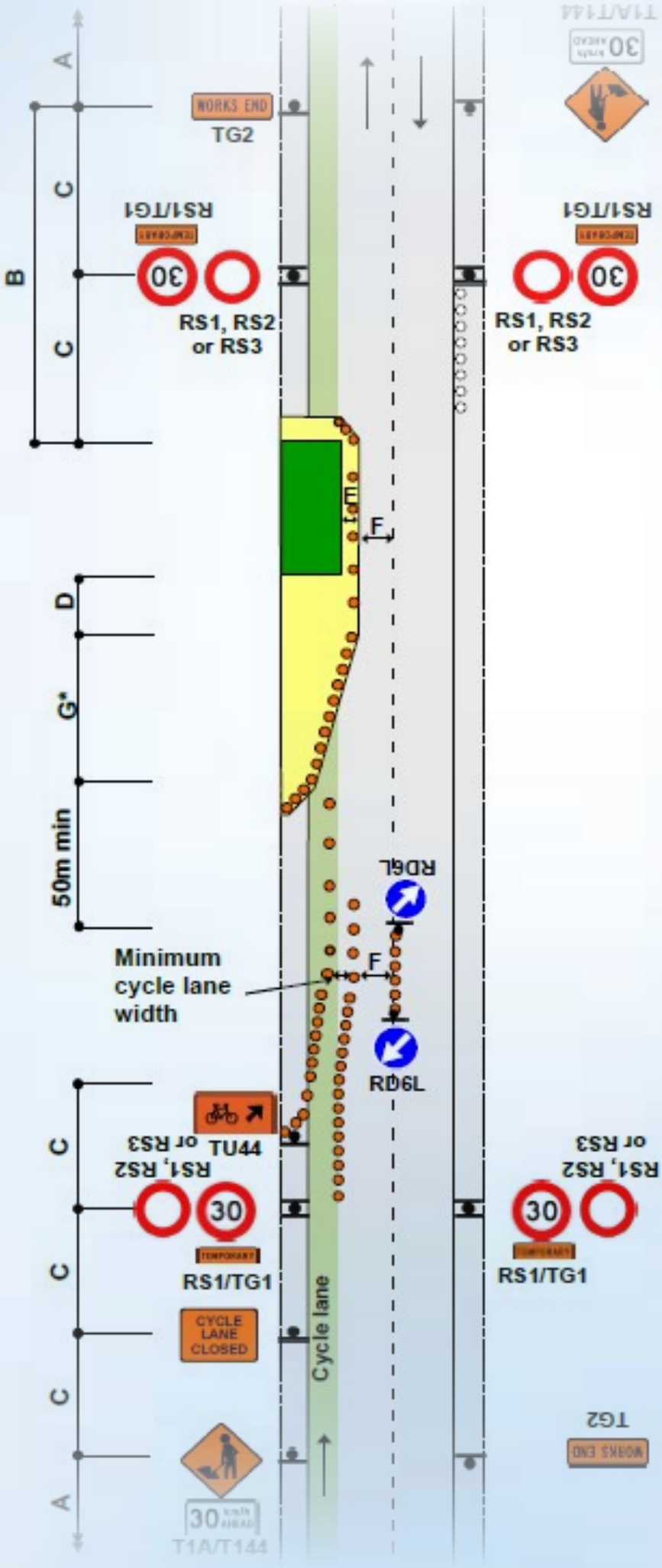
NO proceed to **STEP 4**

YES use one of the following options

Formally close the cycle lane. Cyclists will be required to merge into traffic to pass the working space. This MUST be done with a TSL of 30km/h. A formal merge point MUST be provided.

Provide a shared path of 2.2m for cyclist and pedestrians, diverting cyclist off the carriageway onto the footpath.

Where a path of 2.2m cannot be made, cyclists must dismount and walk down the footpath.



STEP 4: Can one lane of traffic be maintained?

NO proceed to **STEP 5**

YES use one of the following options

Manual Traffic Control (Stop/Go)

First option: Maintain a cycle lane that is separate from the work area, but within the closure (on the inside of the cones). If the first option is not viable, please note the rationale as to why prior options are not feasible, and consider Option 2.

Second option: Separate the cyclist by sending them at the end of a queue of traffic. Hold them while the cars are released, then allow them to go while holding traffic from the other end until they have passed the closure. If the first and second options are not viable, please note the rationale as to why prior options are not feasible, and consider Option 2.

Third option: Send cyclists first while holding cars until cyclists have cleared the closure. This is the last option, as it would then require cars to once again pass the cyclists, creating a further hazard to the cyclists.

One Way Detour

APPROVAL BY TMC MUST BE GIVEN BEFORE THIS CAN BE USED.

First option: Maintain a separate cycle lane for the works within the closure.

Second option: Provide a shared path of 2.2m for both cyclists and pedestrians.

Third Option:

- EITHER cyclists dismount and use the footpath,
- OR cyclists follow the detour.

STEP 5: Does the work require the whole road?

- **A ROAD CLOSURE MUST BE APPLIED FOR PRIOR TO WORKS STARTING.**
- **THIS REQUIRES RCA/TMC APPROVAL .**
- **A NOTIFICATION PERIOD OF 2 WEEKS APPLIES, AND IS SUBJECT TO TERMS SET BY THE TMC.**
  - When using a road closure, consider:
  - Providing separate cycle lanes where possible
  - Providing a share path of 2.2m for both pedestrians and cyclist
  - Making cyclist dismount and use the footpath
  - Make cyclist use the detour route, this is a last option if all the above is not possible.

CoPTTM Requirements

Things to be aware of:

- New guidance states you cannot put any signs or equipment in a marked cycle lane until the point at which it is closed

- **Single direction cycle lanes:**
  - If the permanent speed limit is no more that 50km/h, then a cycle lane can be 1m wide
  - However, if it is uphill, it needs to be 1.5m wide
  - If the permanent speed limit is over 50km/h, then a cycle lane must be at least 1.5m wide
- **Two way cycle lanes:**
  - Need to be at least 2m wide
  - Shared footpath and cycle lane (share with care)
  - If you cannot maintain 2.2m width, then cyclists must dismount or be stopped from using the path.

WAS AN ON SITE INSPECTION COMPLETED?

☐ Yes ☐ No

WHAT WAS OPTION PROPOSED?

☐ **Option 1**

Used:

☐ Yes ☐ No

If no, why?

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☐ **Option 2**

Used:

☐ Yes ☐ No

If no, why?

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