

12th June, 2019

Mr Dan Sullivan
Austroads Safety at Road Worksites Project Manager
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Dear Dan,

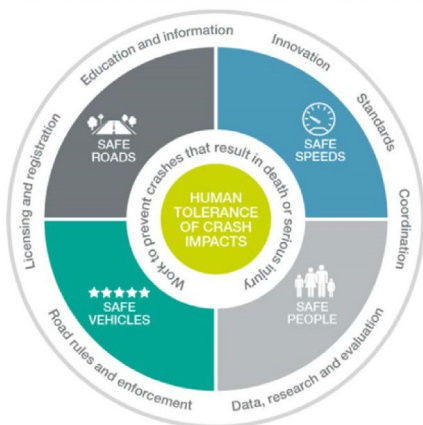
RE: Code of Practice for Temporary Traffic Management Part 10: Sample Layouts

Thank you for the opportunity to comment on the [Code of Practice for Temporary Traffic Management Part 10: Sample Layouts](#).

Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty two years, and has over 30 affiliated local Bicycle User Groups.

The efforts of Austroads to create a harmonised approach to undertaking temporary traffic management for works on roads provides an excellent opportunity to increase the safety of people riding bikes through embedding safe systems in traffic management. We like the specific provision for and signage related to bike riding in sample layouts 24, 47 and 48.

Figure 1.1: Safe System in the Australian National Road Safety Strategy 2011-2020



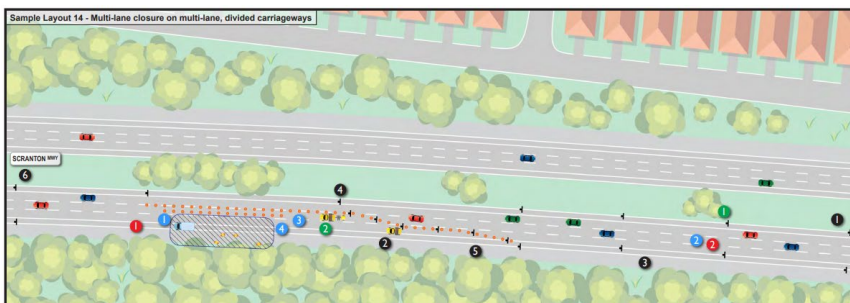
Source: Department of Infrastructure and Regional Development (2016)

We have provided feedback to help maximise the positive safety impacts of the updated Austroads' Code of Practice for Temporary Traffic Management [CoPTTM].

We feel that greater representation of normal bike riding in these plans, and the specific needs of riders will help remind traffic managers of their responsibility to accommodate people riding bikes.

For example in NSW people can legally ride bikes beside most multi-lane divided carriageways

but bike riders are not represented in Sample Layout 14.



We have found that in the road environment signs, vehicles and barriers are often placed to obstruct these areas during construction. This forces adult riders into traffic lanes with vehicles moving at up to 110km/h.

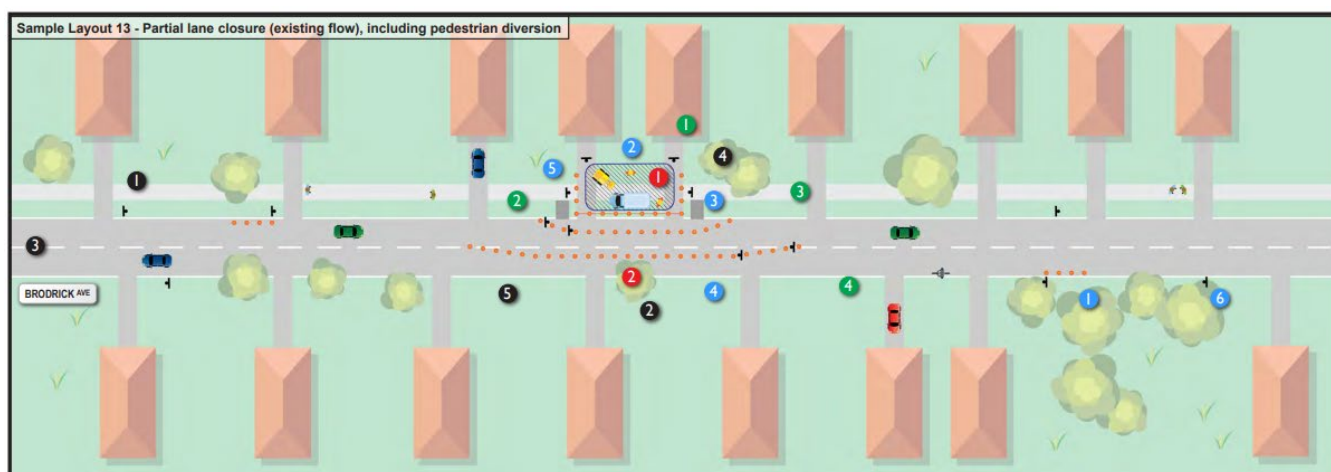
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Children under 16 and their adult caregivers are legally allowed to ride on footpaths in NSW, and in every state other than NSW and Victoria people of any age are allowed to ride bicycles on the footpath. When changing or removing footpath access construction managers need to provide for the safety of these riders.

In NSW we have had repeated problems with construction managers introducing hazards into the footpath and cycleway environments including: posts, poorly/ unmarked bollards, slippery road plates, obstructions, uneven surfaces and parked vehicles. This has often been exacerbated when lighting has not been provided, or is not turned on consistently.

We recommend that construction managers be specifically reminded about the need to avoid these dangerous practices.

We would also recommend that in all road environments where lane closure is required and it is not possible to provide safe, separated alternative provision for people riding bikes, construction managers should be advised to implement road speed reductions.



At times construction managers have proposed closing cycleways and providing long detours or they have expected people to dismount and walk. Neither is an appropriate, safe or reasonable alternative. People riding bikes need direct, equivalent, safe provision that takes account of the additional hazards introduced into the riding environment – whether on the road, cycleway, shared path or footpath.

For people who carry child passengers use a bicycle is a mobility assistance device or for wheelchair users who rely on cycling infrastructure this is an unsafe/ impossible requirement.

Thank you for your efforts to improve safe provision for people riding bikes

Warm Regards

Bastien Wallace

Bastien Wallace

General Manager of Public Affairs

Bicycle NSW