

TTM a Recipe for Success for Events

Underground cycling movement

By Dylan Cleaver

5:30 AM Saturday Mar 24, 2012

★ Save



161



21



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Mike Dowsing and his mates have been drawn to unofficial races you find out about only through social media and cycling networks. Photo / Sarah Ivey

Traditional bike clubs have been forced off the road by council costs but, as *Dylan Cleaver* reports, this has spawned an underground cycling movement that is rapidly gathering a momentum of its own

Mike Dowsing reckons he spends close to \$1000 each year to look and feel good while he breaks the law. The 54-year-old spends his nine to fives in the printing industry and his weekends on his bike.



Cycling: Cyclists go for illegal road racing

- **Brian Rudman: Our '99 per cent' bus service - ya gotta laugh**
- **Cycling blackspot to be overhauled**

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your news

Be part of the news. Send pics, video and tips to

1. We wish to keep cycling above the ground.
2. Wish to highlight positive things being done by our members.
3. Create some debate – are there alternative/better ways for handling TTM for sport events?
4. Should we have a separate code or section for events?
5. Like to see a panel to review how TTM is applied to events.

Ivan Aplin

- President BikeNZ Road and Track
 - *Representing members views not necessarily mine.*
- Event organiser
 - *Club Tours*
 - *Large fun ride*
 - *National Championships.*
- NZ Cycling Commissaire
 - *Get around the county.*
- STMS and Trainer
 - *Specialise in Events*
 - *Wide range of events*
 - *Operate in Hawkes Bay*

2001 The famous Le Race Incident

- This completely changed TTM requirements for all events.
- No doubt was required.
- Huge shock for sports events.
- Some overreaction.
- Generally settled down in most areas.

Successes

- 12 years on most aware of requirements
- Key is a good working relationship of Clubs/STMS & Roading Authorities.
- Many Clubs now have STMS's and TC's.
- Equipment trusts formed in some areas.
- Clubs and national officials taking a harder line on rider behaviour.
- Standard of TTM of event generally higher than for other worksites.

However not all areas running smoothly

- Different interpretation between Roading Authorities of the CoPTTM.
- Concerns some requirements over the top.
- Goal posts moving - what was approved last year not this year.
- Some areas limited to be able to utilise mobile operations for events.
- Cones while a STMS's best friend a cyclist worst enemy!

Queens Birthday Event

- Motorbike marshals
 - ✓ Lead Motorbikes
 - ✓ Tail end Motorbikes
- However no
 - x Flashing lights on lead or tail
 - x No High viz vests worn by the marshals
 - x Participants not wearing bright clothing
 - x Participants walking all over the road.
 - x Cars passing far right.
 - x The event was over a km on SHW – I saw no signage (entered from a side road).





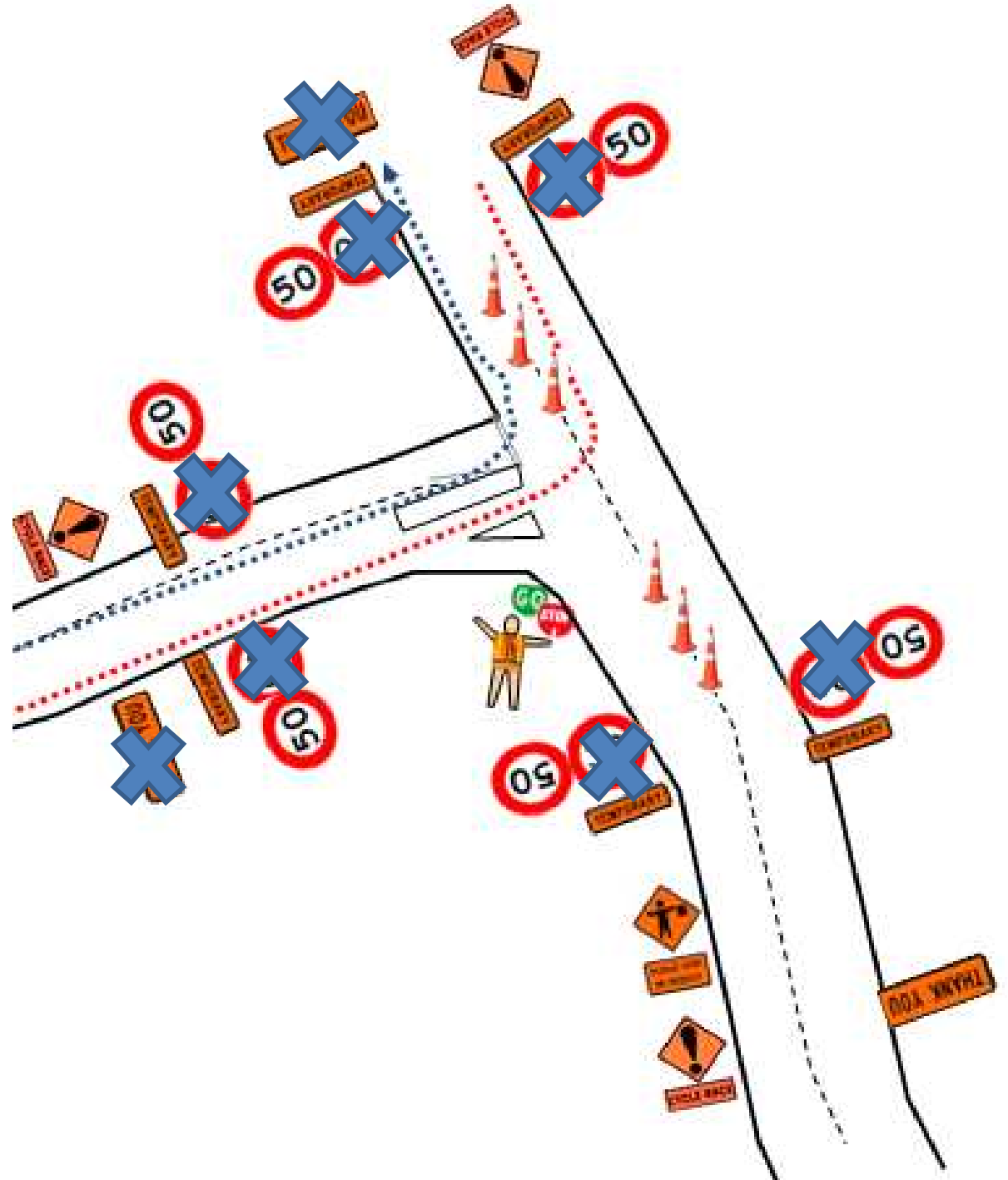
All Cycling Events are different

- Large fun rides (outside our control).
- Nationals Champs.
- Tour events - e.g. Tour of Southland
- Club/regionals events
- Club Races
- Type of courses have an affect on TTM
Required:
 - Out and back
 - Circuits
 - No of passes thru an intersection
 - LV or L1 roads or NZTA roads

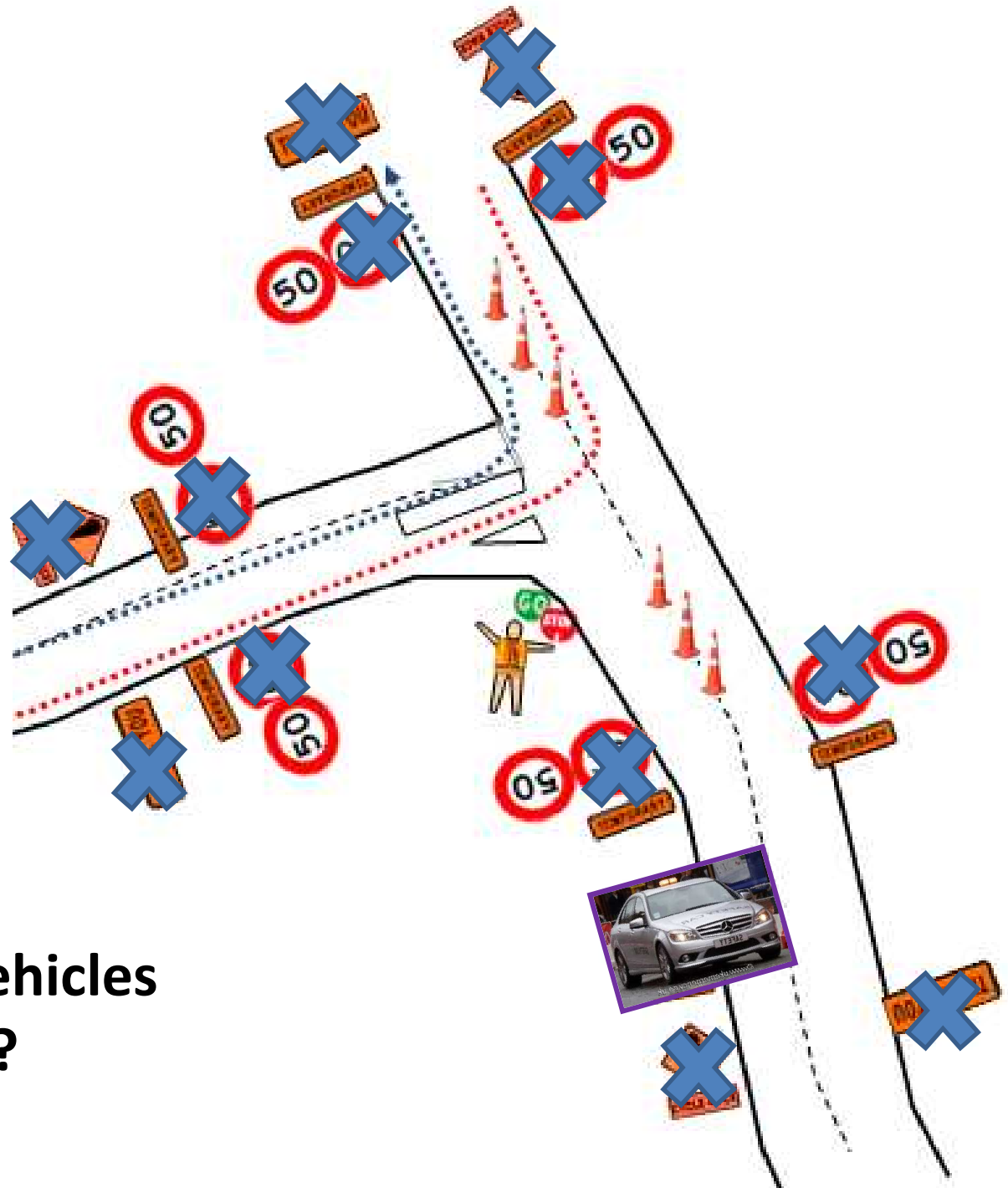
Static Operations

- A small to medium race takes less than 1 minute to pass through an intersection.
- Yet can take nearly hour to set up in some cases.
- Is there a better way?
- Some thoughts!

- No End works signs as cyclist still coming from that direction.
- Why speed restrictions when not being stopped by MTC?
- Why have at all – operating speed limit is 50 km speed anyway?



- No End works signs as cyclist still coming from that direction.
- Why speed restrictions when not being stopped by MTC?
- Why have at all – operating speed limit is 50 km speed anyway?
- **Why not just use vehicles with flashing lights?**



Most intersections already has a
Give Way or Stop sign



Entering Roundabouts we already have a
Give Way sign



Rolling Road Block

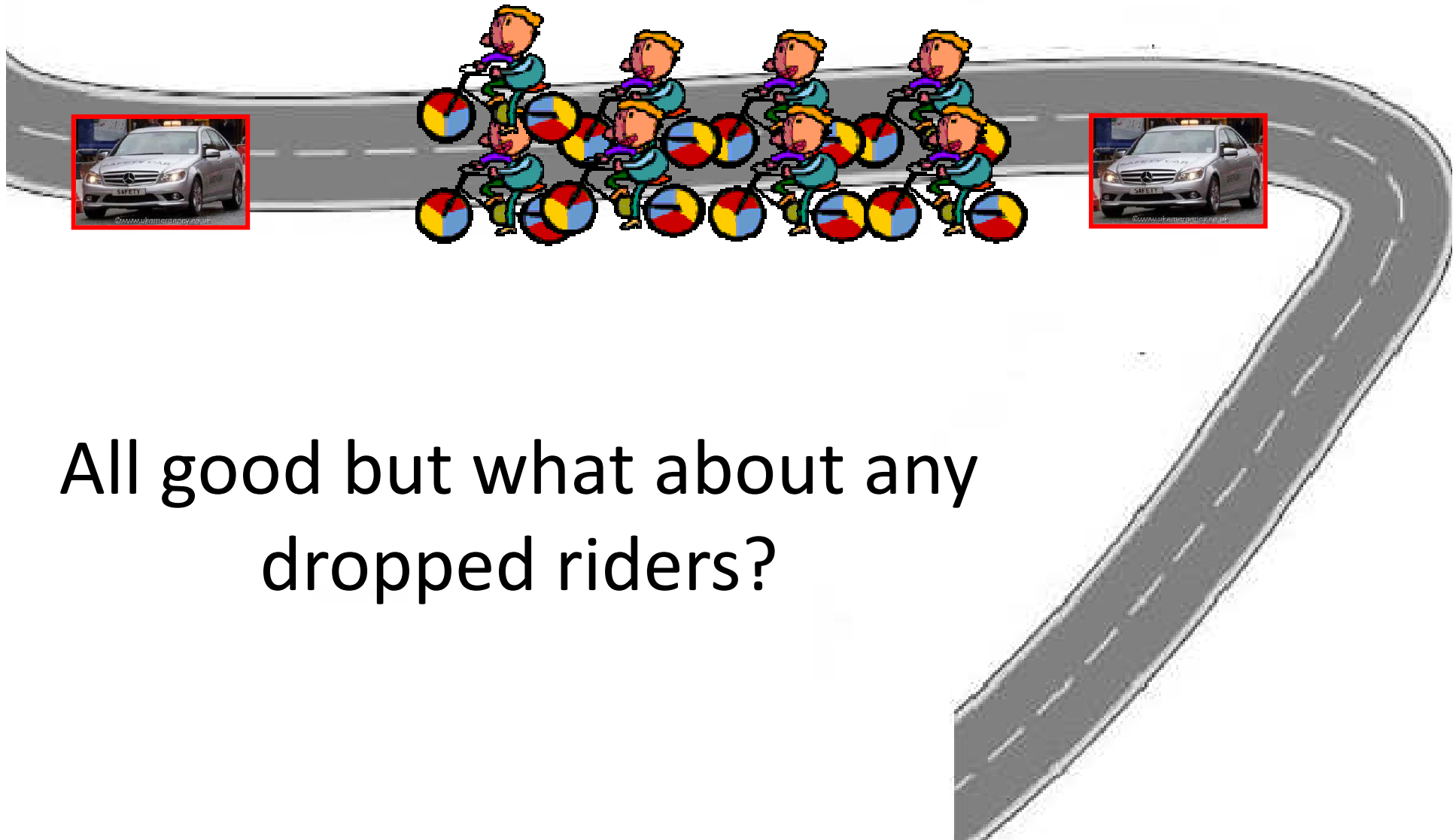
- Occasionally we require the whole road.



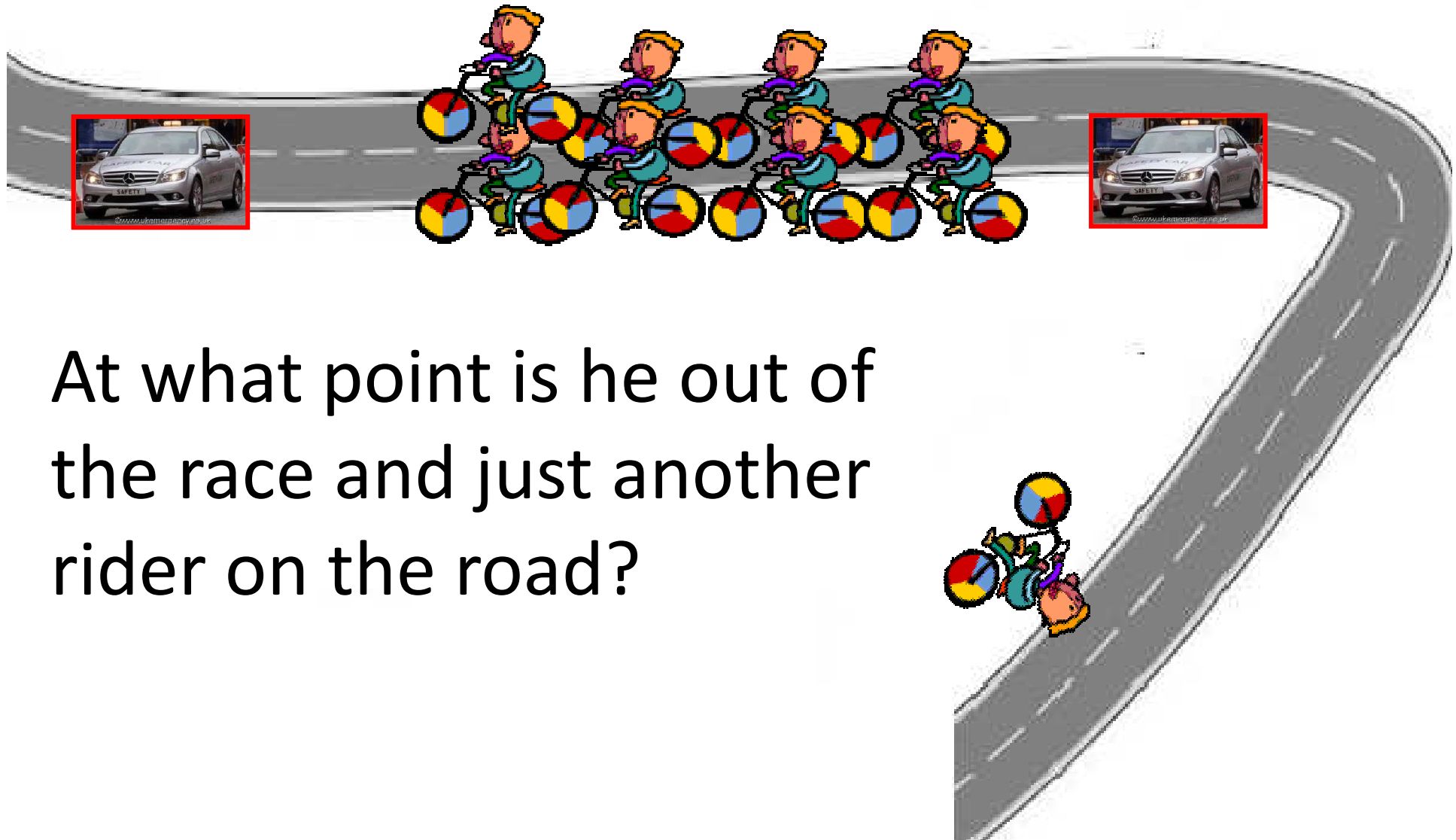
Police are very limited in supporting events and are the only ones with authority to block or divert traffic this way.

Is there a way an STMS can undertake short term road blocks?

Mobile Operations



All good but what about any
dropped riders?



At what point is he out of the race and just another rider on the road?

What cycling is doing

- Clubs are more actively penalising offenders
- Cycling commissaire taking a harder line.
- Clubs have own STMS and trained TC's.
- Cyclist also more proactive against their peers.
- BikeNZ looking at a Private Promoter's endorsement scheme- **Unable to audit.**
- **Police enforcing the above.**
- **In some cases RA make their thoughts known.**

Picking the right course

- An anti-clockwise course or one that includes left hand turns rather than right hand turns *may mean there is no need to stop the traffic to allow cyclists right of way and there for no need to reduce the speed.*
- Roads with right of way, rather than a stop or giveaways.
- Low volume roads (LV) mean only speed restrictions on one side of the road.
- Cone lane ways for cyclist.

What Cycling Clubs can not do

- We can not control the recreational and commuters riders.

- NB - Races have a low accident rate!

Worst Inj. FSMN ▲	<input type="checkbox"/> Cyclist		Cyclist Total
	Openroad	Urban	
Fatal		1	1
Serious	11	32	43
Minor	23	192	215
Non-injury	2	58	60
Grand Total	36	283	319

Hawkes Bay - 2008 to part 2013

At risk age group 11 to 15

We have “Event Site” not “work sites”
and therefore TTM for cycling events
must be considered differently!

I would like to see a panel formed to
review how TTM is applied to events
by involving those involved in events!