



ACT
Government

Territory and Municipal Services

BRIEF

TRIM: B14/074

Date 11 April 2014

To Minister for Territory and Municipal Services

- ~~A~~/Director-General *[Signature]* 22-4-14
- Director-General's Executive Officer - *unavailable*
- Director, Finance *[Signature]* 16/4/14
- Executive Director, Roads and Public Transport *[Signature]* 16.4.14
- Director, Roads ACT *[Signature]* 14/4/14

From Manager, Major Capital Works

Subject Cycling Separation Trial Sites

Recommendation

That you note the information contained in this brief.

[Signature] 30/5/14
 Shane Rattenbury MLA
 AGREED/NOT AGREED/NOTED/PLEASE DISCUSS

Critical Date – STANDARD

Purpose

The purpose of this brief is to inform you of the locations for the cycling separation trial sites.

Background

Territory and Municipal Services (TAMS) has identified four new cycling separation devices and nominated six sites, where separation between on roads cyclists and adjacent traffic could be improved. These sites have been nominated as trial locations to test the nominated products.

The lack of awareness of on road cyclists demonstrated by motorists at these particular sites has been identified via observations and complaints from the public. Different profile delineators will be used at these sites to clearly identify the edge lines and maximise the separation between on road cyclists and adjacent traffic. The products range from tactile line marking to longitudinal raised

mountable kerbing. Each product has been selected to allow a technical evaluation of its performance and durability.

The proposed site locations are Athllon Drive on the approach to Scollay Street, the corner of Pialligo Avenue and Fairbairn Avenue, along London Circuit between Edinburgh Avenue and Constitution Avenue, along Vernon Circle between London Circuit and London Circuit over bridge, and the corner of Northbourne Avenue and Barton Highway. A suitable site is still under investigation for the fourth and most severe zicla separator.

These sites will be monitored for 12 months, where periodic observations will be supported by consultation with necessary stakeholders including cycling and motorist's representative groups.

- 1. Athllon Drive on the approach to Scollay Street**
A continuous 'low profile rubber kerbing' will be installed on approach to the roundabout to discourage traffic from accessing the on road cycle lane when turning into Scollay Street. See **Attachment A** for details.
- 2. Corner of Pialligo Avenue and Fairbairn Avenue**
15 segments of 'riley kerbing' will be installed at the corner of Pialligo Avenue and Fairbairn Avenue to separate the on road cycle lane. The addition of reflectors will further enhance the presence of an on road cycle lane. See **Attachment B** for details.
- 3. London Circuit between Edinburgh Avenue and Constitution Avenue**
'Vibraline' (also known as rumble strips) will be installed along both sides of the road to reinforce the presence of an on road cycle lane. Vibraline will alert drivers via an audible delineation and rumble if veered off on to the on road cycle lane. See **Attachment C** for details.
- 4. Vernon Circle between London Circuit and London Circuit over bridge**
'Vibraline' will be installed along both sides of the road. See **Attachment D** for details.
- 5. Corner of Northbourne Avenue and Barton Highway**
'Vibraline' will be installed along this stretch of road. See **Attachment E** for details.
- 6. Zicla Separator - A suitable site is still under investigation**
Lathlain Street was initially identified to utilise zicla. The idea was discarded due to the unsafe nature of the site. Once a suitable site is identified zicla will be installed to maximize the distance between on road cyclists and motorists.

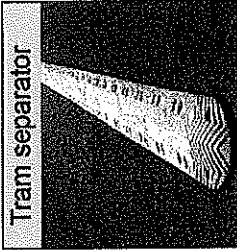
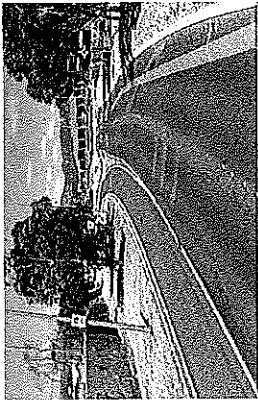
Consultation

Periodic site evaluations (bi monthly for 12 months) including monitoring vehicle and cyclist behaviors and movements will be assessed alongside feedback from cyclists and motorists through peak bodies and advocacy groups. These groups include Pedal Power ACT, ACT Motorcycle Riders Association, NRMA and representatives of the Bicycle Advisory Group (BAG). Following completion of the 12 month trial and consultation, a short report will be prepared on the recommendations for future applications of each product.

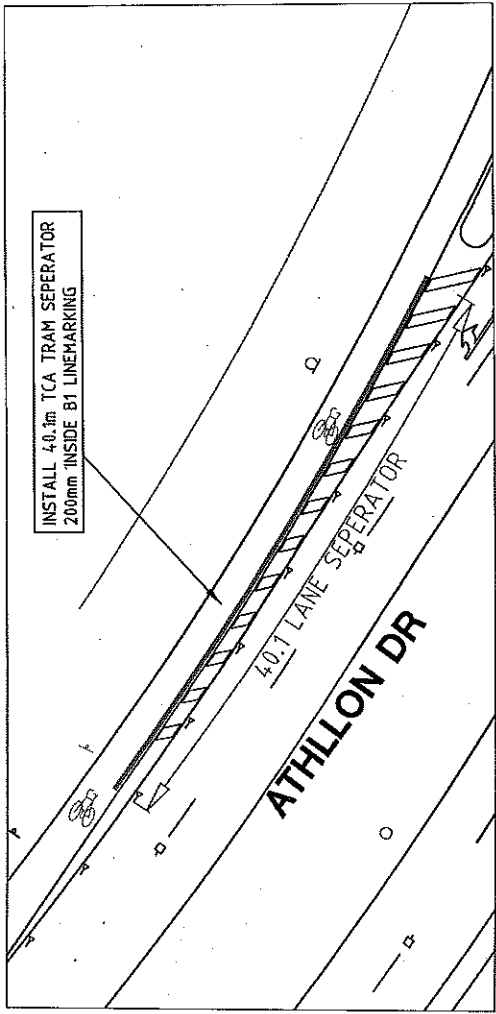
Financial

The program is funded through the Walking and Cycling Capital Works program.

Contact Officer: Ben McHugh, Manager, Major Capital Works
Phone: 6207 2738

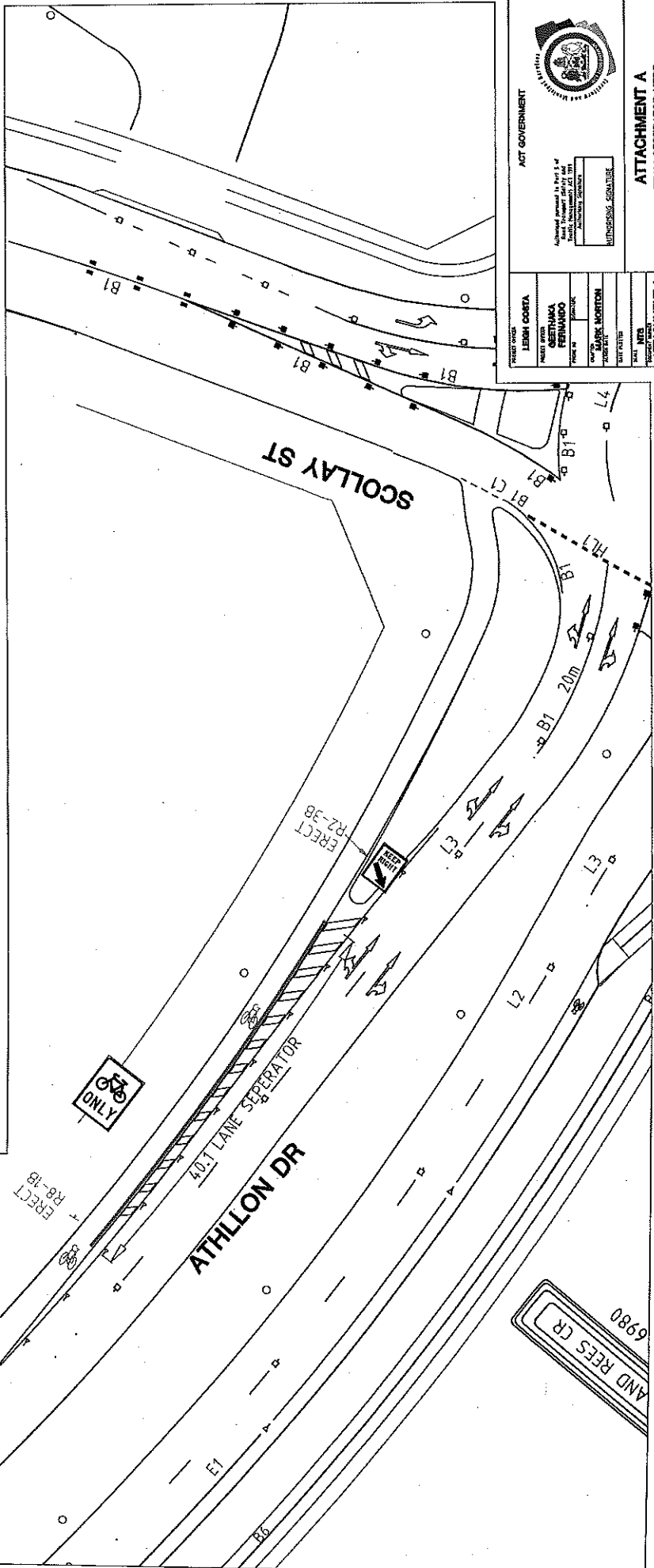


Tram separator



INSTALL 40.1m TCA TRAM SEPERATOR
200mm TCA TRAM SEPERATOR
B1 LINE MARKING

LEGEND	
	EXISTING LINE MARKING, SIGNS KERBS AND CONCRETE.
	APPLY TACTILE LINE MARKING
	APPLY NEW LINE MARKING
	EXISTING KERB/LINE MARKING
	ERECT NEW SIGN
	RS-35



ACT GOVERNMENT

Authorised personnel in Part 3 of the Road Transport Safety Act 2013.
AUTHORISED PERSONNEL
AUTHORISED SIGNATURE

ATTACHMENT A
TRAM SEPARATOR KERB
ATHLLON DRIVE

PROJECT OWNER

LEISH CORTE

PROJECT MANAGER

GEETHIKA FERNANDEZ

DESIGNER

ANTHONY MORTON

DATE

10/11/2023

SCALE

1:1

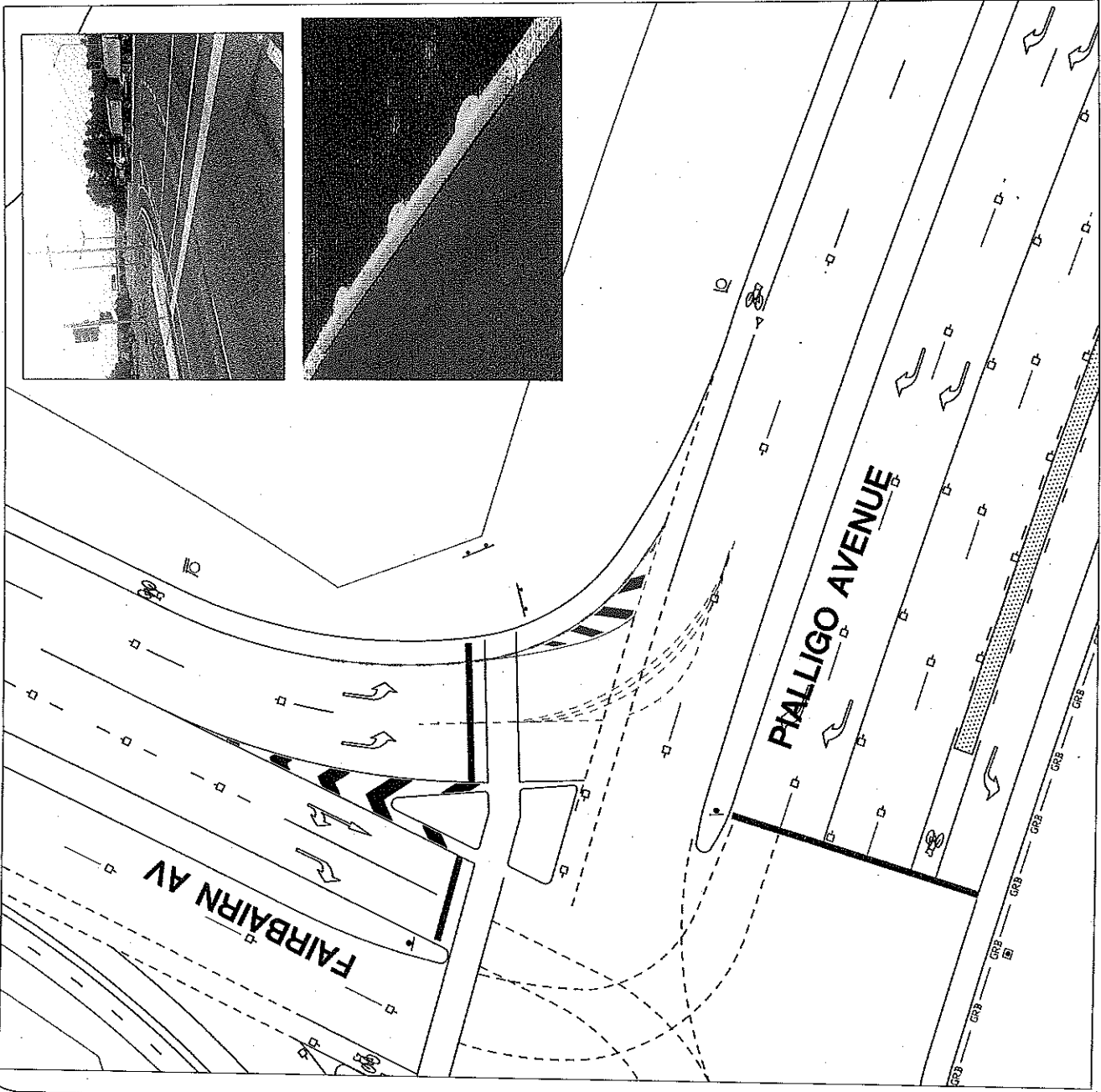
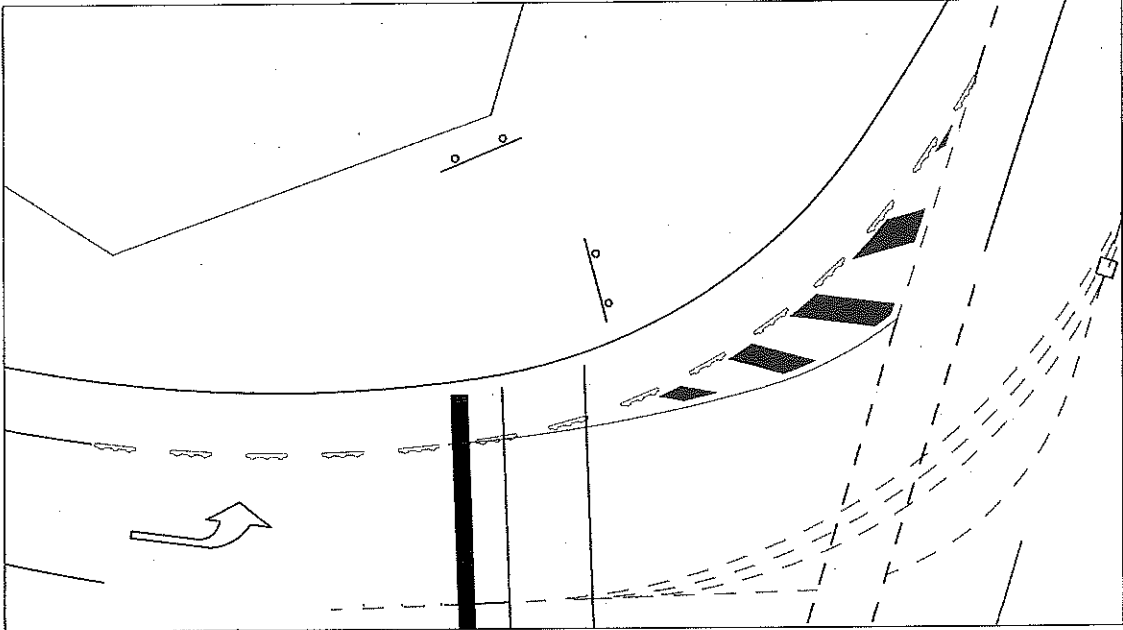
PROJECT NO.

ATHLLON DR

ATTACHMENT A

TRAM SEPARATOR KERB

ATHLLON DRIVE

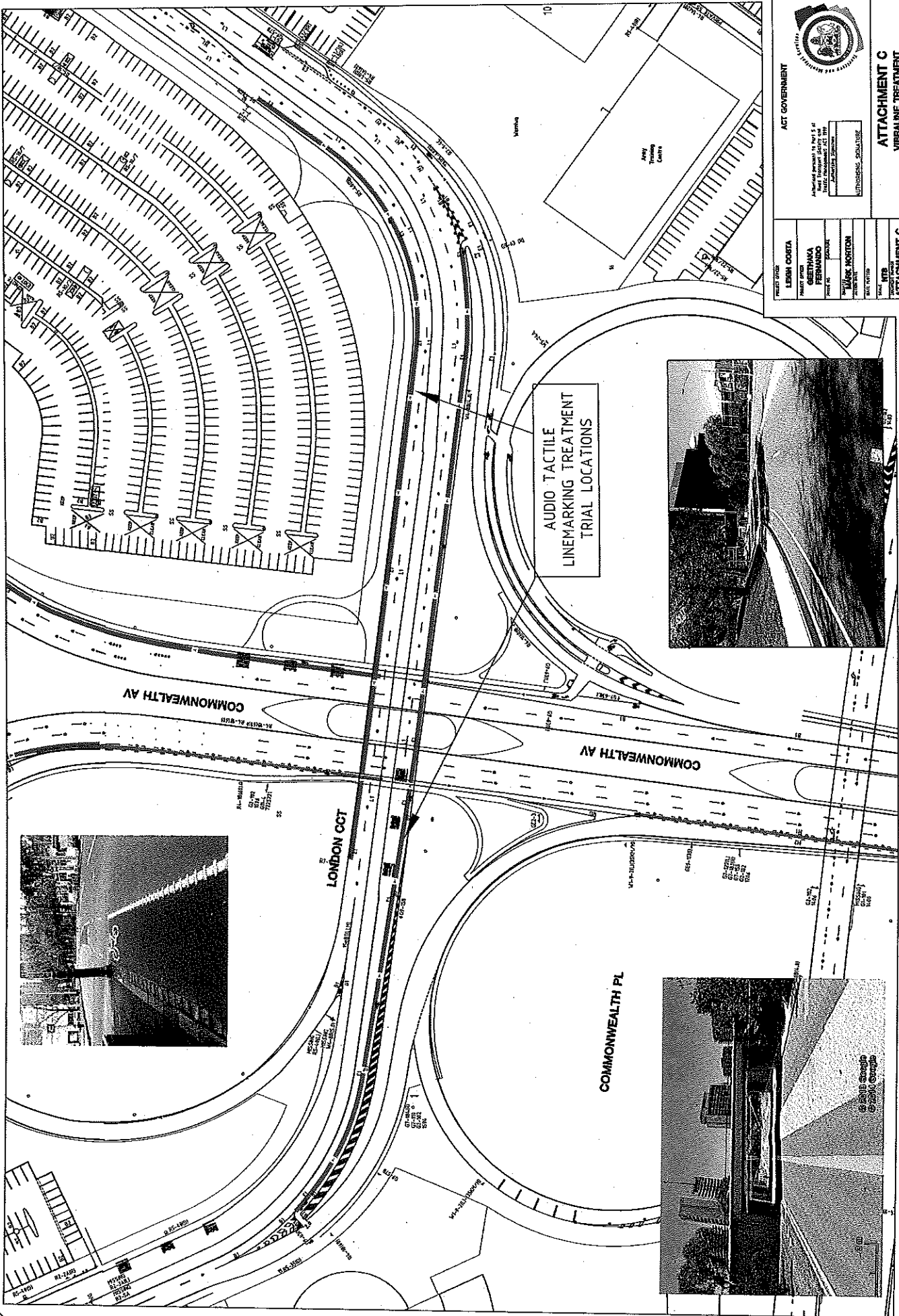


ACT GOVERNMENT

Prepared by: **LEIGH COSTA**
 Checked by: **ROSEMARY GUNDEL**
 Date: **15/08/2018**
 Drawing No: **ATTACHMENT B**

ATTACHMENT B
RILEY KEYS TREATMENT
FAIRBAIRN AVE - PIALIGO AVE

PROJECT TITLE	LEIGH COSTA
PROJECT NO.	ROSEMARY GUNDEL
DATE	15/08/2018
DRAWING NO.	ATTACHMENT B
SCALE	AS SHOWN



AUDIO TACTILE
LINEMARKING TREATMENT
TRIAL LOCATIONS

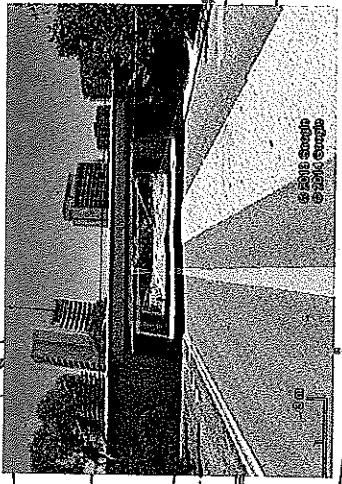
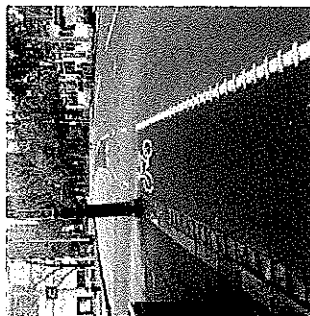


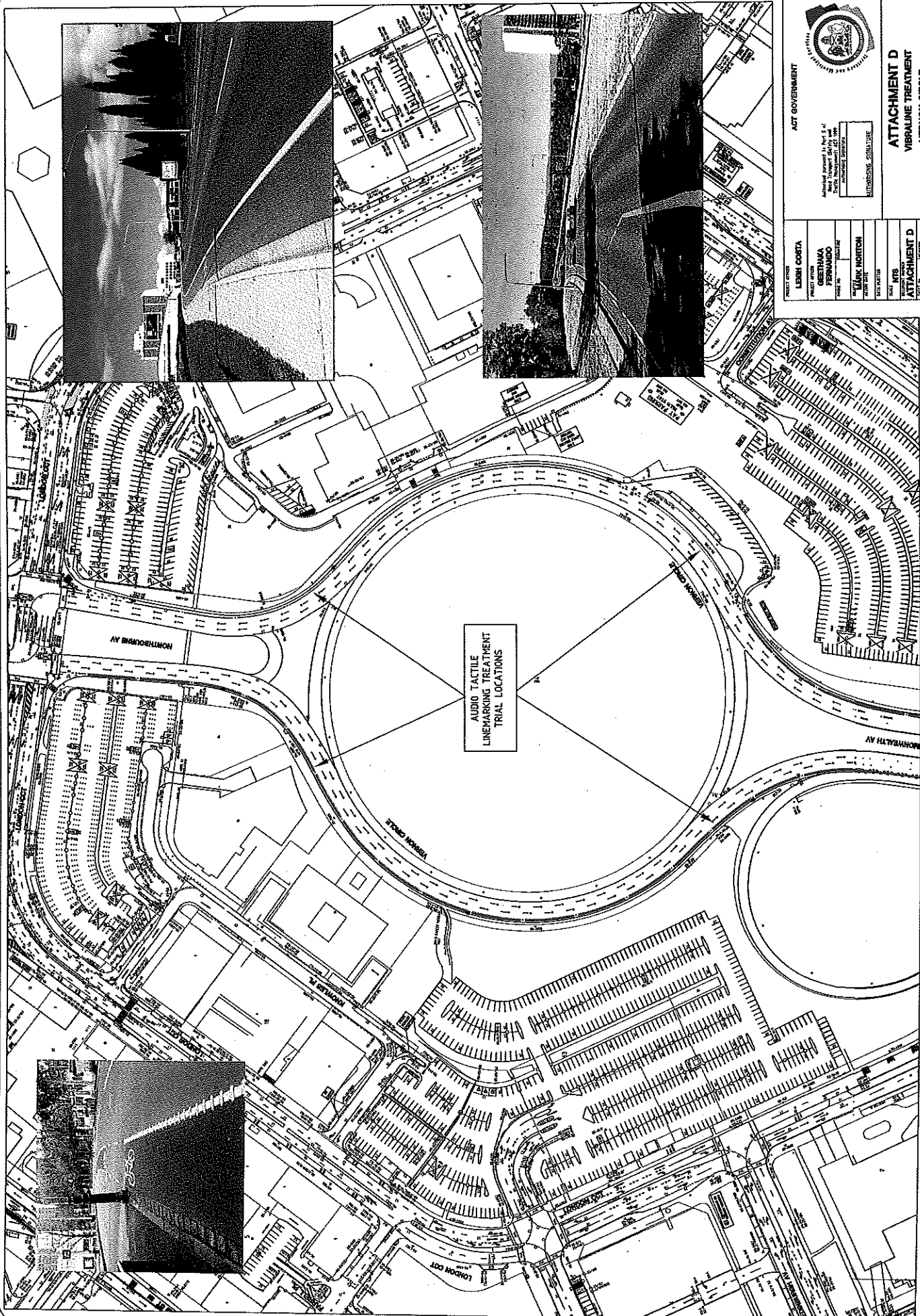
ACT GOVERNMENT

Authorised Signatory to Part 5 of
Public Transport ACT 1999
Authorising Signature
M. THOMPSON, SIGNATURE

ATTACHMENT C
VIBRALINE TREATMENT
LONDON CIRCUIT

PROJECT TITLE	LEISH CORNER
PROJECT OFFICER	GERYNA GIBSON
DESIGNER	TRANSCENT
PROJECT MANAGER	MARK MORRISON
DATE	16/05/2017
SCALE	1:100
PROJECT NO.	ATTACHMENT C
REVISION	





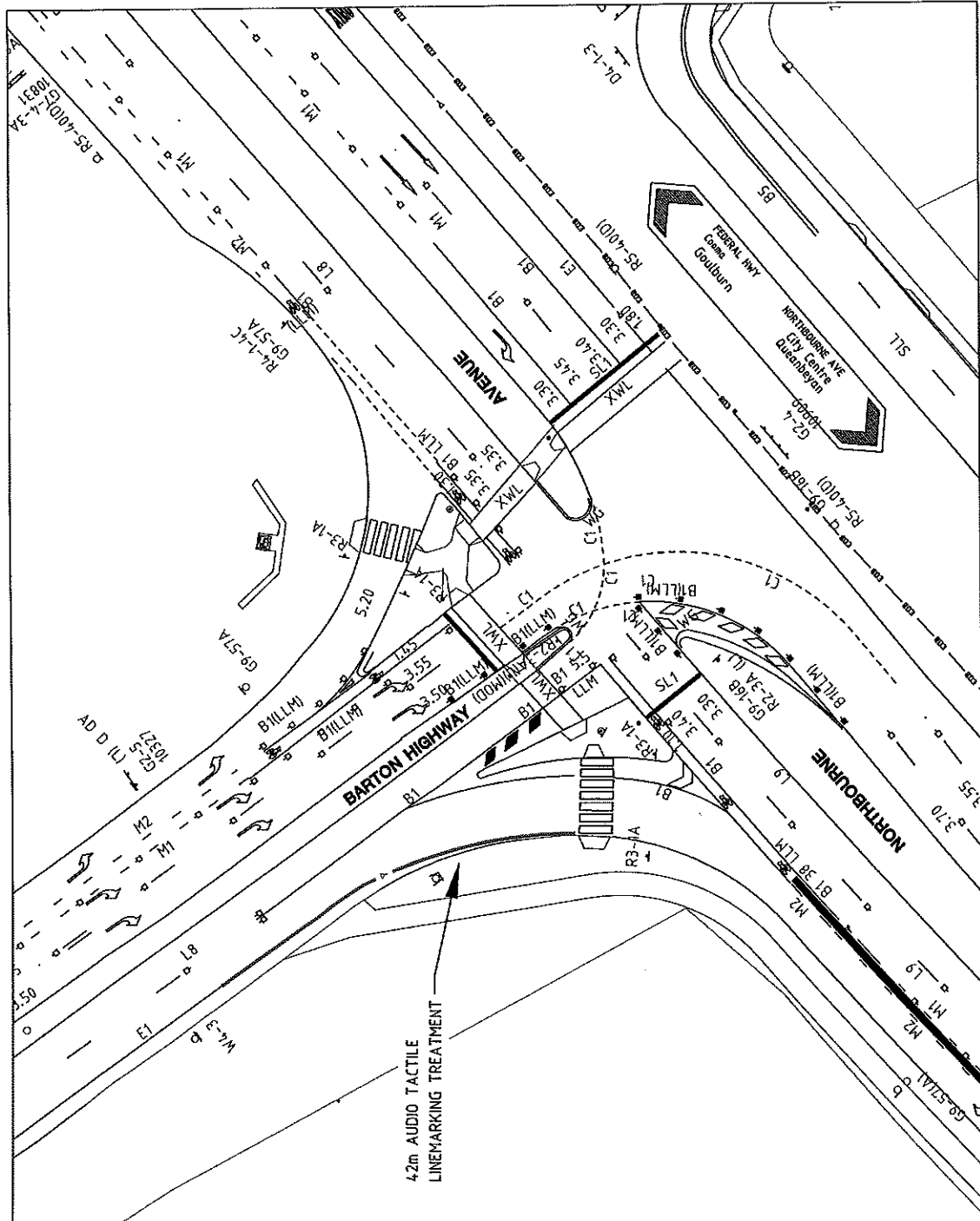
ACT GOVERNMENT

Approved pursuant to Part 4 of the Planning and Development Act 2007
 ACT Planning and Development Authority
 ACT Planning and Development Authority
 ACT Planning and Development Authority

ATTACHMENT D
VIBRAINE TREATMENT
VERNON CIRCLE

PROJECT OWNER	LEIGH CORTE
PROJECT ARCHITECT	GEETHANA FERNANDO
PROJECT ENGINEER	MARK HORTON
PROJECT SURVEYOR	MARK HORTON
PROJECT DRAFTER	MARK HORTON
PROJECT CHECKER	MARK HORTON
PROJECT APPROVER	MARK HORTON
PROJECT DATE	10/10/2017

AUDIO TACTILE
 LINEPARKING TREATMENT
 TRIAL LOCATIONS

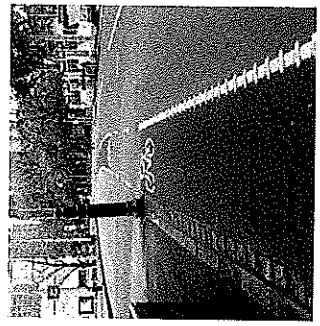


LEGEND

	EXISTING LINEMARKING, SIGNS, KERB AND CONCRETE.
	APPLY TACTILE LINEMARKING
	APPLY NEW LINEMARKING
	EXISTING KERB/LINEMARKING
	EXISTING SIGN W/CODE

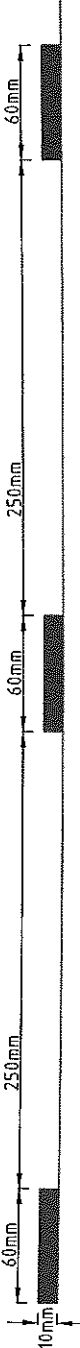


PROPOSED SITE AT NORTHBOURNE AVE-BARTON HWY



AUDIO TACTILE LINEMARKING AS APPLIED IN MELBOURNE

AUDIO TACTILE LINEMARKING PROFILE



ACT GOVERNMENT

Approved under the Public Works and Transport Act 1958 and the Public Works and Transport Act 1983.

APPROVED: [Signature]

PROJECT MANAGER	LEIGH COSTA
DESIGNER	CHIARA FERRANDO
PROJECT ENGINEER	MARK MORTON
DATE	11/05/2017
PROJECT	VIBRAUNE TREATMENT ATTACHMENT E
SCALE	AS SHOWN

ATTACHMENT E
VIBRAUNE TREATMENT
NORTHBOURNE AVE - FEDERAL HWY



Cycle Separation Trial

Introduction

- In April 2014 the Minister for Territory and Municipal Services Directorate (TAMS), Shane Rattenbury committed to trial several devices
- Roads ACT identified 3 new cycling separation devices and nominated 5 trial sites

Purpose

The purpose of the cycle separation trial is to identify devices that best suit certain locations where there is a need for greater separation between cyclists and vehicles, such as narrow lane widths, bicycle/vehicle conflict points and higher speed limits areas of the road network.

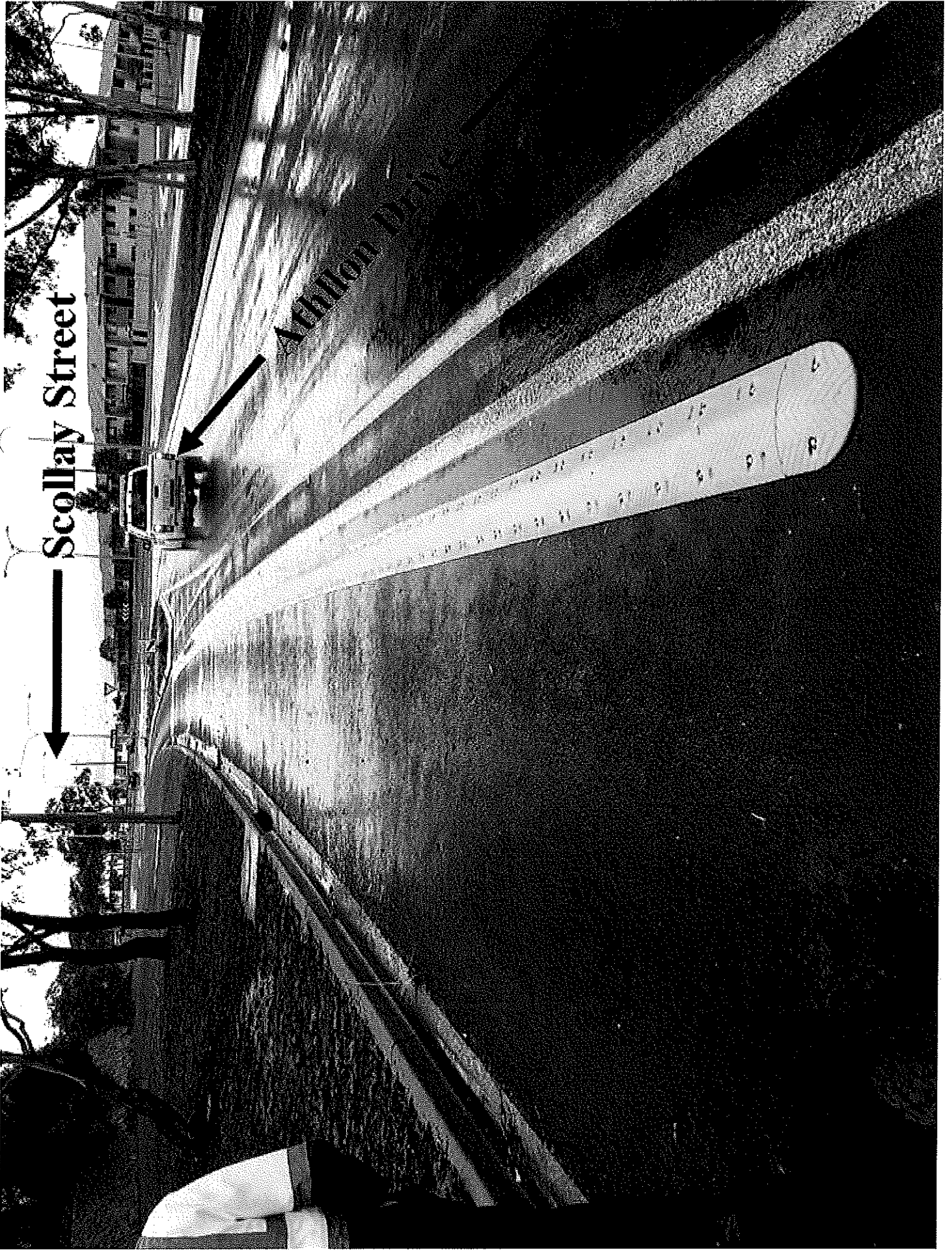
Objectives

- Increase real and perceived sense of safety for cyclists
- Increased driver recognition of cyclists as a vehicle in the road environment
- Safer cycling network
- Increased participation

Delineation Devices

1. Tram Separator

- Athllon Drive on the approach to Scollay Street, Greenway.



Scollay Street

Athlon Park

Delineation Devices

2. Riley Kerb

– Corner of Pialligo Avenue and Fairbairn Avenue.



FOR LEASE

Fairbairn Avenue

Palligo Avenue

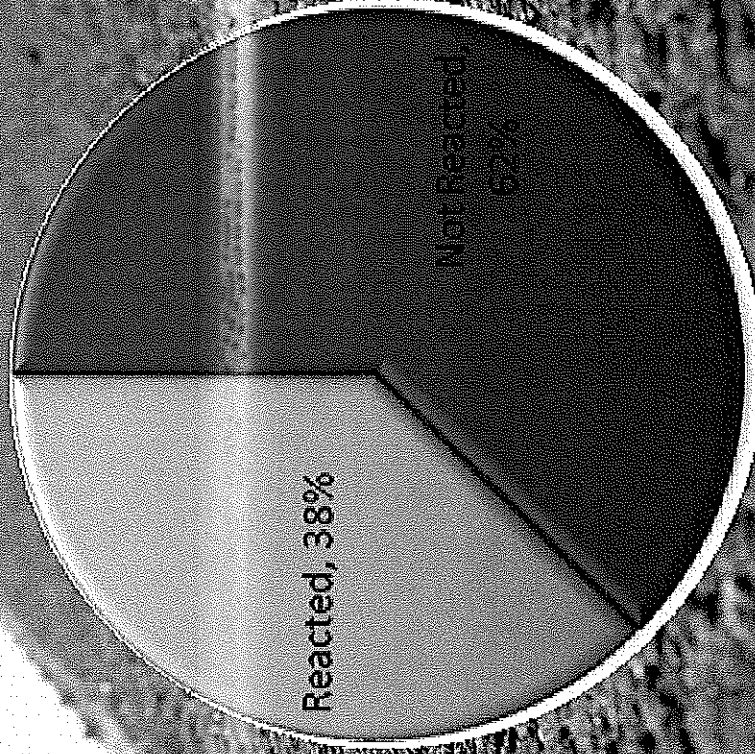
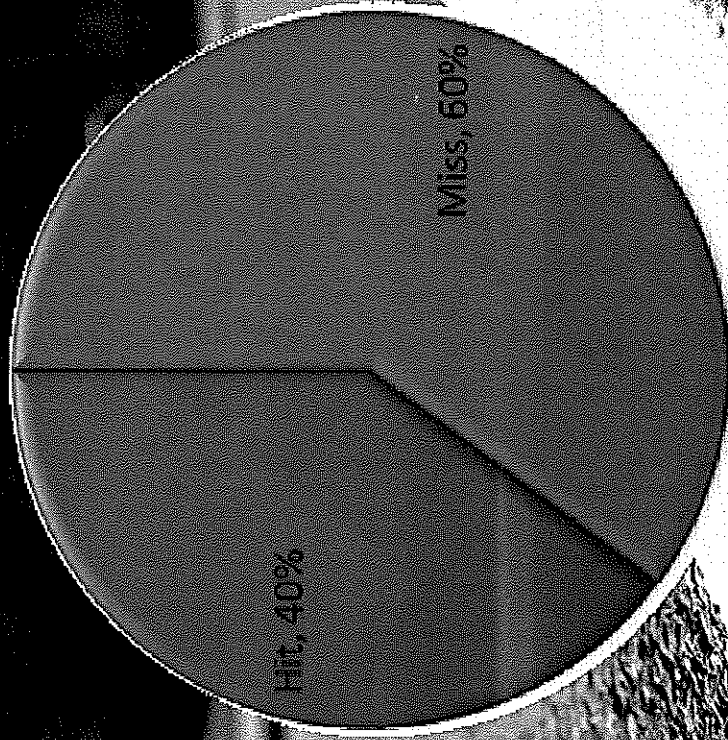
Delineation Devices

3. Audio Tactile line marking (ATLM)

- London Circuit between Edinburgh Avenue and Constitution Avenue.
- Vernon Circle between London Circuit and London Circuit over bridge.
- Corner of Northbourne Avenue and Barton Highway.



Results -- (Audio Tactile Line Marking) Upon Installation



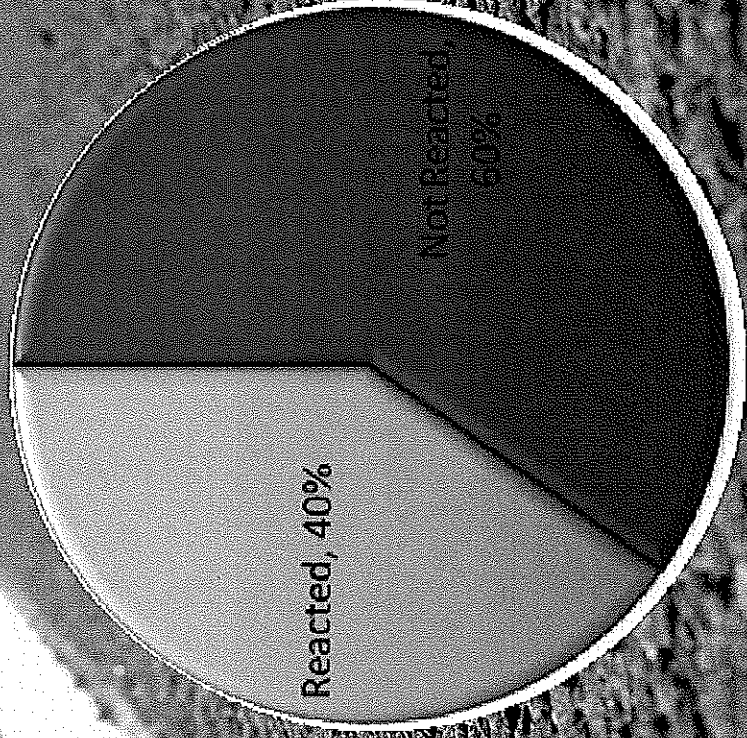
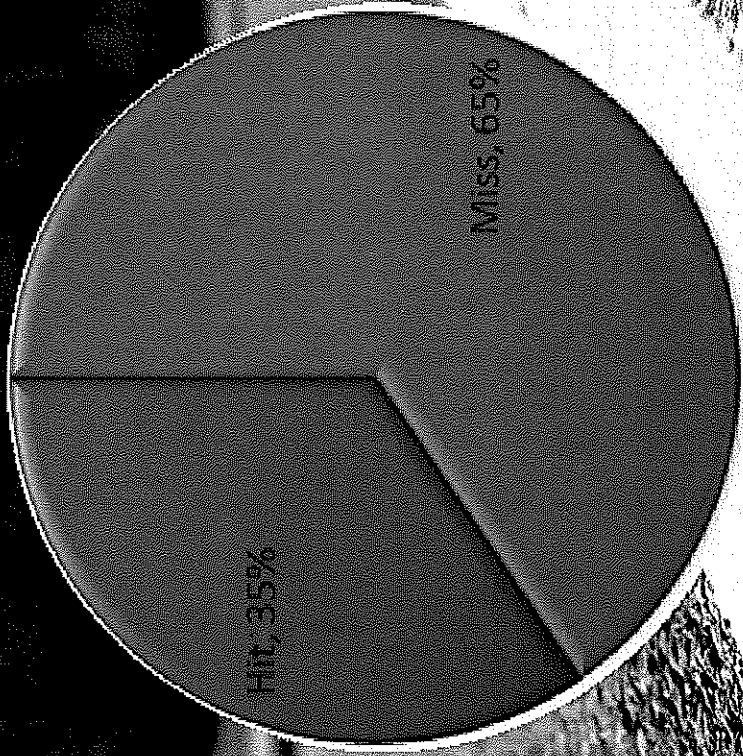
Hit = Drivers crossed the edge line

Miss = Drivers did not cross the edge line

Reacted = Drivers who crossed the edge line then returned to traffic lane

Not reacted = Drivers who crossed the edge line and stayed in the bike lane

Results – (Audio Tactile Line Marking) 6 Months After



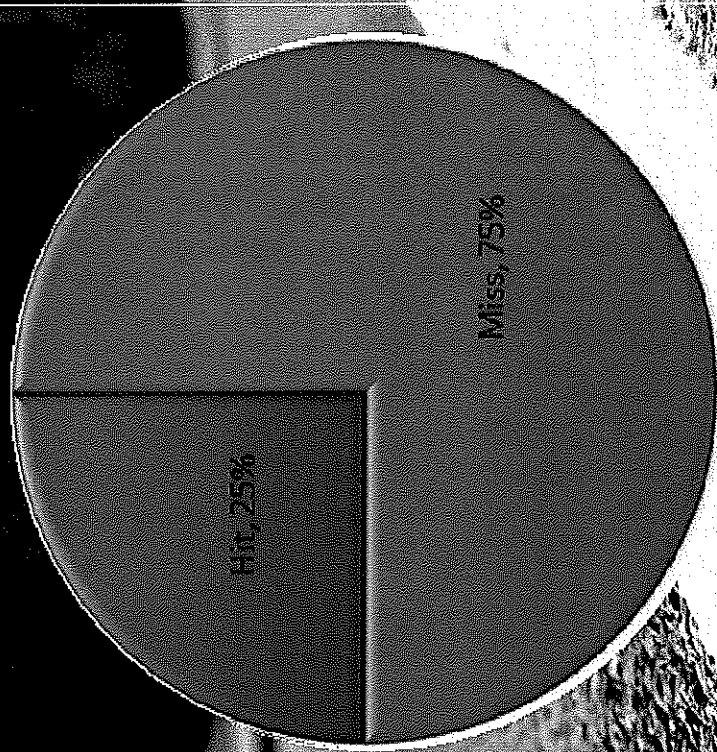
Hit = Drivers crossed the edge line

Miss = Drivers did not cross the edge line

Reacted = Drivers who crossed the edge line then returned to traffic lane

Not reacted = Drivers who crossed the edge line and stayed in the bike lane

Results -- (Audio Tactile Line Marking) 12 Months After



Hit = Drivers crossed the edge line

Miss = Drivers did not cross the edge line

Reacted = Drivers who crossed the edge line then returned to traffic lane

Not reacted = Drivers who crossed the edge line and stayed in the bike lane

Recommendations

Roads ACT supports the use of Audio Tactile Line Marking (ATLM) at;

- areas of higher volumes of cyclist and vehicular traffic
- known vehicle/cyclist conflict points

Recommendations

Roads ACT supports the use of Tram Separator

Devices at;

- Locations where special treatments are required to address a specific issue, such as deliberate misuse of a cycle lane.
- Locations where cycle lane widths are sufficient to accommodate the device without compromising the lane.

Recommendations

Roads ACT supports the use of Riley Kerb

Devices at;

- Locations where a high volume of general and heavy vehicles is experienced, as this provides a more distinct warning to the driver.
- Locations where cycle lane widths are sufficient to accommodate the device without compromising the lane.

Summary

From the observations of the sites included in this trial, it could be said that installing cycling separation devices at known potential conflict points would create a safer environment for cyclists, based upon the observations of improved driver behaviour in this trial.



FOR LEASE

Fairbairn Avenue

Pialligo Avenue