

Vibraline Inspection

Location: London Circuit Inbound				Time: 3:00pm			
Date: 23/04/2014				Duration: 20 minutes			
Miss			Hit				
Small Vehicles		Heavy Vehicles	Small Vehicles		Heavy Vehicles		
			17		8		
15		0	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction	
			8	9	6	2	

Location: Vernon Circle Outbound				Time: 3:40pm			
Date: 23/04/2014				Duration: 20 minutes			
Miss			Hit				
Small Vehicles		Heavy Vehicles	Small Vehicles		Heavy Vehicles		
			36		0		
69		1	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction	
			19	17	n/a	n/a	

Location: London Circuit Inbound				Time: 3:19pm			
Date: 29/04/2014				Duration: 20 minutes			
Miss			Hit				
Small Vehicles		Heavy Vehicles	Small Vehicles		Heavy Vehicles		
			12		5		
8		0	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction	
			6	6	4	1	

Location: Vernon Circle Outbound				Time: 3:52pm			
Date: 29/04/2014				Duration: 20 minutes			
Miss			Hit				
Small Vehicles		Heavy Vehicles	Small Vehicles		Heavy Vehicles		
			45		2		
70		0	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction	
			21	24	2	0	

Location: London Circuit Inbound				Time: 7:56			
Date: 15/05/2014				Duration: 19 Minutes			
Miss			Hit				
Small Vehicles		Heavy Vehicles	Small Vehicles		Heavy Vehicles		
			31		7		
58		5	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction	
			21	10	5	2	

Location: London Circuit Inbound				Time: 8:15			
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Date: 15/05/2014			Duration: 15 Minutes			
Miss		Hit				
Small Vehicles	Heavy Vehicles	Small Vehicles		Heavy Vehicles		
		32		7		
66	0	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction	
		18	14	6	1	

Location: London Circuit Inbound			Time: 8:30			
Date: 15/05/2014			Duration: 15 Minutes			
Miss		Hit				
Small Vehicles	Heavy Vehicles	Small Vehicles		Heavy Vehicles		
		43		5		
81	3	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction	
		29	14	5	0	

Location: London Circuit Inbound			Time: 8:45			
Date: 15/05/2014			Duration: 15			
Miss		Hit				
Small Vehicles	Heavy Vehicles	Small Vehicles		Heavy Vehicles		
		52		2		
86	7	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction	
		33	19	2	0	

Location: London Circuit Inbound			Time: 9:00			
Date: 15/05/2014			Duration: 15 Minutes			
Miss		Hit				
Small Vehicles	Heavy Vehicles	Small Vehicles		Heavy Vehicles		
		45				
54	6	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction	
		31	14	3	0	

Vibraline Inspection - London Circuit (Inbound)

Location: London Circuit Inbound		Time: 3:00pm	
Date: 23/04/2014 (Wednesday)		Duration: 20 minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
15	0	17	8
No Reaction	Reaction	No Reaction	Reaction
8	9	6	2

Hit Percentage	Percentage That React
113%	53%
	25%

Location: London Circuit Inbound		Time: 7:56	
Date: 15/05/2014 (Thursday)		Duration: 19 Minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
58	5	31	7
No Reaction	Reaction	No Reaction	Reaction
21	10	5	2
Location: London Circuit Inbound		Time: 8:00	
Date: 16/10/2014 (Thursday)		Duration: 15 Minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
		24	3
No Reaction	Reaction	No Reaction	Reaction
17	7	3	0

Location: London Circuit Inbound		Time: 8:15	
Date: 15/05/2014 (Thursday)		Duration: 15 Minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
66	0	32	7
No Reaction	Reaction	No Reaction	Reaction
18	14	6	1
Location: London Circuit Inbound		Time: 8:15	
Date: 16/10/2014 (Thursday)		Duration: 15 Minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
		31	8
No Reaction	Reaction	No Reaction	Reaction
17	14	7	1

Location: London Circuit Inbound		Time: 8:30	
Date: 15/05/2014 (Thursday)		Duration: 15 Minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
81	3	43	5
No Reaction	Reaction	No Reaction	Reaction
29	14	5	0
Location: London Circuit Inbound		Time: 8:30	
Date: 16/10/2014 (Thursday)		Duration: 15 Minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
		64	4
No Reaction	Reaction	No Reaction	Reaction
35	29	4	0

Location: London Circuit Inbound		Time: 8:45	
Date: 15/05/2014 (Thursday)		Duration: 15 Minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
86	7	52	2
No Reaction	Reaction	No Reaction	Reaction
33	19	2	0
Location: London Circuit Inbound		Time: 8:45	
Date: 16/10/2014 (Thursday)		Duration: 15 Minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
		44	10
No Reaction	Reaction	No Reaction	Reaction
31	13	10	0

Location: London Circuit Inbound		Time: 9:00	
Date: 15/05/2014 (Thursday)		Duration: 15 Minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
54	6	45	3
No Reaction	Reaction	No Reaction	Reaction
31	14	3	0
Location: London Circuit Inbound		Time: 9:00	
Date: 16/10/2014 (Thursday)		Duration: 15 Minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
		31	6
No Reaction	Reaction	No Reaction	Reaction
11	21	4	2

Hit Percentage	11.4%	35%	13%	51%	44.9%	43%	10%
59%							

Location: London Circuit Inbound		Time: 12:00pm	
Date: 25/06/2015		Duration: 15 minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
8	2	9	2
No Reaction	Reaction	No Reaction	Reaction
6	3	2	0

Location: London Circuit Inbound		Time: 12:15pm	
Date: 25/06/2015		Duration: 15 minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
23	1	11	2
No Reaction	Reaction	No Reaction	Reaction
5	6	1	1

Hit Percentage	133%	45%	25%
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Location: London Circuit Inbound		Time: 1:00pm	
Date: 30/06/2015		Duration: 20 minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
68	2	19	2
No Reaction	Reaction	No Reaction	Reaction
12	7	2	0

Location: London Circuit Inbound		Time: 1:20pm	
Date: 30/06/2015		Duration: 20 minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
92	2	19	5
No Reaction	Reaction	No Reaction	Reaction
7	12	4	1

Location: London Circuit Inbound		Time: 1:40pm	
Date: 30/06/2015		Duration: 20 minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
84	3	20	4
No Reaction	Reaction	No Reaction	Reaction
3	17	3	1

Location: London Circuit Inbound		Time: 2:00pm	
Date: 30/06/2015		Duration: 20 minutes	
Miss		Hit	
Small Vehicles	Heavy Vehicles	Small Vehicles	Heavy Vehicles
70	2	16	5
No Reaction	Reaction	No Reaction	Reaction
5	11	4	1

Hit Percentage	178%	64%	19%
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OVERALL			
Hit Percentage		Percentage That React	
Small Vehicles	62%	Heavy Vehicles	18%
	174%	Small Vehicles	48%

Morning				Afternoon			
Hit Percentage		Percentage That React		Hit Percentage		Percentage That React	
Small Vehicles	55%	Heavy Vehicles	11%	Small Vehicles	67%	Heavy Vehicles	23%
	279%		39%	Small Vehicles	104%	Small Vehicles	54%

	Miss	Hit	total
Small Vehicles	995	568	1563 (53.4%)
Heavy Vehicles	40	83	123 (7.6%)
total	1035 (63.7%)	551 (36.3%)	1626 (100%)

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Location: London Circuit Inbound			Time: 3:00pm		
Date: 23/04/2014			Duration: 20 minutes		
Miss		Hit			
Small Vehicles	Heavy Vehicles	Small Vehicles		Heavy Vehicles	
		17		8	
15	0	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction
		8	9	6	2

Location: Vernon Circle Outbound			Time: 3:40pm		
Date: 23/04/2014			Duration: 20 minutes		
Miss		Hit			
Small Vehicles	Heavy Vehicles	Small Vehicles		Heavy Vehicles	
		36		0	
69	1	Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction
		19	17	n/a	n/a

Location:			Time:		
Date:			Duration:		
Miss		Hit			
Small Vehicles	Heavy Vehicles	Small Vehicles		Heavy Vehicles	
		Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction

Location:			Time:		
Date:			Duration:		
Miss		Hit			
Small Vehicles	Heavy Vehicles	Small Vehicles		Heavy Vehicles	
		Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction

Location:			Time:		
Date:			Duration:		
Miss		Hit			
Small Vehicles	Heavy Vehicles	Small Vehicles		Heavy Vehicles	
		Slow Reaction	Fast Reaction	Slow Reaction	Fast Reaction



A S
P 02 6248 7995
F 02 6248 7774
E office@pedalpower.org.au
W pedalpower.org.au
A GPO 581, Canberra ACT 2601

ABN: 98 440 716 821

Mr Leigh Costa
Major Capital Works
Directorate of Territory & Municipal Services - Roads ACT
Locked Bag 2000
CIVIC SQUARE ACT 2600

Dear Mr Costa

CYCLE SEPARATION TRIAL

I refer to your emails of 10 February 2015 and 31 March 2015 seeking Pedal Power ACT's comments on the ongoing trial of on-road cycling separation devices. I apologise for the delay in replying.

On the evidence presented so far, Pedal Power ACT does not support the use of these physical separation devices for on-road cycling. Indeed we consider they can be a danger to people cycling in some circumstances.

While the aim of the trial is commendable in theory — to increase real and perceived safety and encourage cycling participation by the greater community — these devices will in practice have a negative effect on Canberra cycling. They present an unacceptable risk to confident on-road riders, while doing nothing to encourage people who are uncomfortable riding on the road.

In his 2014 report (p.61), the ACT Chief Health Officer noted that more severe cycling injuries occurred on shared paths and in traffic compared with bicycle lanes. Pedal Power ACT does not consider that the safety history of the on-road network justifies the installation of dangerous separation devices. Rather than diverting money and effort to mess up on-road cycling, we want to see resources put towards proper separated cycleways for the full '8 to 80' age group. This is the only real way to encourage cycling participation by the greater community.

The mid-term report is flawed and incomplete. The information provided is only on one (relatively ineffective) device; there is no evaluation of the other two, and the fourth is not part of the trial. There is no benchmark information on sites with no trial devices installed, and insufficient discussion of how data were obtained. The recommendations are bland statements unrelated to the data provided or the objectives of the report. The report is based entirely on the behaviour of vehicle traffic and there is no risk analysis of the detrimental effects of the proposed physical separators on cycle traffic — just an unfounded assumption that there is no risk.

None of the devices discussed offers physical protection from vehicle incursion into the cycle lane.

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*Centenary Trail Blaze
Fitz's Challenge
Amy's Big Canberra Bike Ride*

*Ride to Work
Ride or Walk to School
Ride Safe to School Day*

*Cycle Facilities Rating
New Horizons
Bicycle Maintenance*



P 02 6248 7995
F 02 6248 7774
E office@pedalpower.org.au
W pedalpower.org.au
A GPO 581, Canberra ACT 2601

ABN: 98 440 716 821

At best all the devices are limited to a warning function reinforcing a psychological incentive for people in vehicles to stay out of the cycle lane. However, it is noted that at the AT sites, avoidance of the cycle lane was much higher among small vehicles than among heavy vehicles, which pose a far greater actual and perceived danger. Even so, about one-third of 'small' vehicles encroached on the cycle lane. (This category should be further defined in the report, but presumably includes utes, vans, 1-tonne trucks, four-wheel drives with bullbars, etc). More than half of these vehicles did not react to the encroachment.

Critically, the AT line marking appears ineffective in relation to heavy vehicles. Three-quarters of them encroached on the cycle lane, and few reacted to the encroachment. While heavy vehicle numbers are relatively low, the high proportion of encroachments is worrying. It would be useful to have more information on this, eg lane width and actual speed. If trucks are going too fast it would be harder for them to hold their lane. One hopes that drivers are more attentive when people are cycling in the cycle lanes. (This would appear to be the case given the Chief Health Officer's report mentioned above.)

While the reduction in small vehicle encroachment is encouraging, it is not enough to make a case that this treatment is worth using. Even after six months of the trial, there were still a large number of vehicle entering the cycle lane.

Pedal Power ACT therefore does not believe that these devices will achieve their stated purpose on our current narrow on-road lane designs. If a vehicle generates a rumble on the London Circuit AT strip, it has already hit the bike. In our view the devices are unlikely to encourage use of our on-road lanes by people who are uncomfortable using them now.

People who do use on-road lanes now will feel less safe with a new hazard to their immediate right, and less room to manoeuvre for obstructions.

All the devices create a new hazard for people on bikes. The AT lines can be crossed (with some control and discomfort issues for those on high-pressure tyres), but the Riley Kerb and Zicla Separator appear so obtrusive that a rider accidentally hitting one could fall into the traffic lane, with disastrous results. We have already had several reports of injury crashes caused by riders hitting trial separation devices.

Specifically, the tram separator on Athllon Drive should be removed and trialled elsewhere as it is not acting as a separation between cyclists and vehicles. The approaching cycle lane is wide so has good spatial separation between vehicles and cycles. The device does not start until the cycle lane/path diverges from the vehicle lane and spatial separation increases reinforced by a painted median. The device is placed well inside the cycle lane acting only as an hazard to cycles. While it could be crossed readily on a road bike in the dry, we are concerned that in wet weather or if hit at

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Cycle Facilities Rating

New Horizons

Bicycle Maintenance

the wrong angle a bike would crash. This appears to be an effort to force cycles to use the off-road crossing rather than join the traffic lane to negotiate the roundabout. It is ineffective and inappropriate for this purpose.

The Zicla devices would be even more of a hazard to cycling. The photo of them in the mid-term report shows them used on a European bi-directional path of at least 4m width, with the devices additionally marked off with two lines of paint. We strongly oppose the plan to be trial them on Eastlake Parade, Kingston. We are very concerned that such a trial would conflict with plans which are being finalised for safe cycling access to this street to bypass the overcrowded Kingston Foreshore promenade. There will also be people stepping out to cross the entire width of Eastlake Parade, or to reach their parked car in the middle, and they could easily trip on them. People cycling could swerve into them when distracted by people getting out of cars or crossing.

The key problem is that many of our marked on-road lanes are too narrow for these kinds of devices to generate a greater sense of cycling security around vehicles travelling at 60-100 km/h.

TAMS should also evaluate the use in appropriate locations of vertical plastic separators of the type used in San Francisco (see photo).

Any use of separation treatments should only be placed to meet the new route planning regime. Installing physical separation devices in isolated locations may not necessarily deliver any of the benefits described in the report if sections of the route either side of the treatments are perceived as dangerous.



Pedal Power ACT does not consider the occasional intrusion of vehicles into bicycle lanes as an issue, as long as there is no one riding in them at the time. The commencement of the minimum passing distance trial in response the Vulnerable Road Users report will also be relevant. If there is a driver behaviour issue at particular locations, then some form of behavioural adjuster may be necessary. These situations could be considered on their merits.

In conclusion, we believe that in practice these separation devices are inappropriate or ineffective for use on standard ACT on-road lanes, will not induce new riders to use these lanes, and actually reduce cycling safety. The devices are no substitute for safe, attractive, completely separate cycleways.

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P 02 6248 7995
F 02 6248 7774
E office@pedalpower.org.au
W pedalpower.org.au
A GPO 581, Canberra ACT 2601

ABN: 98 440 716 821

Before the trial is finalised, we intend ask our members for their opinions so that we can convey people's experiences from a rider perspective.

Yours sincerely

John Armstrong
Executive Officer

18 April 2015

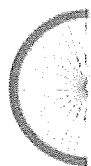
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Sheather, Paula

From: [redacted]@mynrma.com.au]
Sent: Thursday, 26 February 2015 9:36 AM
To: Costa, Leigh
Subject: FW: Cycle Separation Trial - flexible bollards

Follow Up Flag: Follow up
Flag Status: Completed

Leigh,

One my colleague has forward this on for some consideration with regards to cycle separation

[redacted]
ACT Corporate Affairs and Regional Policy Specialist
The National Roads and Motorists' Association
62 Athllon Dr Tuggeranong ACT 2900
T: C [redacted]
E: ron.collins@mynrma.com.au



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From: [redacted]
Sent: Thursday, 26 February 2015 9:26 AM
To: [redacted]
Cc: [redacted]
Subject: RE: Cycle Separation Trial - flexible bollards

Just FYI, this is an example of a flexible bollard that is only a very minimal hazard for motor vehicles.

The idea behind them is not to stop motor vehicles but to provide a more visible barrier. In the bike situation the idea would be to deter vehicles from entering the bike lane. If anyone does hit them they rebound back.

Of course there are bollards that do stop cars but these require massive footings and are a lot more expensive.



<http://www.nal.pm/news-events-x-last-bollards/>

From: [REDACTED]
Sent: Tuesday, 24 February 2015 3:11 PM
To: [REDACTED] @mynrma.com.au); [REDACTED]
[REDACTED] @mynrma.com.au)
Cc: [REDACTED]
Subject: RE: Cycle Separation Trial

Hi Ron

An alternative UK product made of rubber is shown on the front cover of the attached pdf.

(Obviously not part of the trial, but visually it certainly looks like more of a barrier (I assume the bollards are flexible) – providing the lanes are wide enough to fit it in.

Further details are in the link below:
<http://www.rosehillhighways.com/products/cycle-lane-defenders/>

Could be worth mentioning.

Regards

[REDACTED]

From: [REDACTED]
Sent: Wednesday, 11 February 2015 10:35 AM
To: [REDACTED] @mynrma.com.au); [REDACTED]
[REDACTED] @mynrma.com.au)
Cc: [REDACTED]
Subject: FW: Cycle Separation Trial

Looks good.

Issues to consider:

Speed limit – raised devices getting hit by motorcyclists etc, particularly turning left at intersections.
Whether long vehicles are able to turn left from wholly within their lane, or whether they need to straddle the bike lane – could explain why the results show a high number of heavy vehicles encroach – maintenance and reflectivity issues – particularly at intersections (e.g. with the Riley Kerb - black tyre marks making the yellow rubber less conspicuous at the critical point at the intersection where it needs to be easy to see by motorcyclists etc.
Street lighting – again particularly at intersections.

Additional points to consider:

Whether the bike lane itself should be green to make it more conspicuous. An alternative I suggest they could look at is from my suggestion from Decongestion Strategy (p29) i.e. painting a green block at the start of the bike lane and then painting an unbroken green longitudinal line beneath these devices (including the audio tactime linemarking) – similar to the way a reported in Decon that bus lanes are being delineated in Brisbane – reduced initial cost, reduced maintenance when the kerbside lane is dug up by utility contractors and providing an additional buffer zone:

See: http://www.mynrma.com.au/media/NRMA_Decongestion_Strategy.pdf

The Zicla Armadillo looks interesting. I assume it's much cheaper and easier to install than the granite kerbs being installed on Sydney's bike lanes and looks to be easier to see – the granite kerbs are not very conspicuous for vehicles or peds. Again it could possibly be installed with green pavement beneath.

From: _____
Sent: Wednesday, 11 February 2015 10:11 AM
To: _____
Subject: FW: Cycle Separation Trial

Very interesting and relevant to my cycling stuff. • Out of Scope information

From: _____
Sent: Wednesday, 11 February 2015 10:03 AM
To: _____
Subject: FW: Cycle Separation Trial

I would appreciate any comment you might have with regards to this report

ACT Corporate Affairs and Regional Policy Specialist
The National Roads and Motorists' Association
62 Athllon Dr Tuggeranong ACT 2900

E: ron.collins@mynrma.com.au



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From: Costa, Leigh [<mailto:Leigh.Costa@act.gov.au>]
Sent: Tuesday, 10 February 2015 5:59 PM
To: ██████████
Subject: FW: Cycle Separation Trial

Hi ██████████

On behalf of Roads ACT I would like to request you to comment on the attached report and more specifically the devices being trialled. Please note that this is not a final report as the trial is yet to be finalised.

The intent is to produce a final report incorporating your comments into the report on behalf of the road users you advocate for.

Please feel free to call if you have any questions.

Kind regards,

Leigh Costa

Major Capital Works

Directorate of Territory & Municipal Services · Roads ACT
Level 7, Macarthur House · 12 Wattle Street, Lyneham ACT 2602
Locked Bag 2000 Civic Square · ACT 2600
Ph: (02) 6207 6878
ACT Government Homepage: www.act.gov.au

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Sheather, Paula

From: Basher, Craig
Sent: Wednesday, 25 March 2015 1:53 PM
To: [Redacted]
Cc: Burkevics, Bren; Public Transport Governance
Subject: RE: Cycle Lane Separation Trial

Importance: High

Categories: Purple Category

Jane

Apologies for the delay on this feedback. The only two pieces of feedback I have are from [Redacted] and [Redacted] which are set out below. I have not heard back from Robert who was going to drive a bus over the strips and provide feedback from an WHS perspective.

Robert

Have you had the chance to test out the different strips in a bus?

Les/Mick

Any further feedback from the TO's? If so please send directly to Jane.

I believe that the Audio tactile line marking is the safest option.

My second preference would be the tram separator.

I believe the other two options present an unacceptable safety hazard to cyclists and could cause them to fall in to the path of other road users.

I hope this helps

Cheers

[Redacted]
Belconnen Field | Field Transport Officers
Phone [Redacted] Fax 02 62077592 | Mobile [Redacted]
ACTION | Territory and Municipal Services Directorate | ACT Government
Cohen St Belconnen | GPO Box 158 Canberra ACT 2601

Hi

Have a look at the attachment above. I like the Audio Tactile Line marking option.

Regards

[Redacted] | Field Operations Manager (South)
Phone [Redacted] Fax 02 620 77551 | Mobile [Redacted]
ACTION | Territory and Municipal Services Directorate | ACT Government
Tuggeranong Bus Station Greenway | GPO Box 158 Canberra ACT 2601
Email: [Redacted]

Cheers
Craig b

Craig Basher, MNZM, MPP, MA, BBS.
Operational Capability Manager
Phone | Mobile Fax 02 6207 8080
ACTION | Roads & Public Transport Division | ACT Government
Level 2 Macarthur House, 12 Wattle Street Lyneham ACT 2602 | GPO Box 158 Canberra ACT 2601

From: Storch, Jane **On Behalf Of** Public Transport Governance
Sent: Wednesday, 25 March 2015 11:07 AM
To: Basher, Craig
Cc: Burkevics, Bren
Subject: RE: Cycle Lane Separation Trial

Hi Craig

Just wondering if we have any feedback to provide Capital Works.

Jane

From: Basher, Craig
Sent: Wednesday, 18 March 2015 9:03 AM
To: Public Transport Governance
Subject: RE: Cycle Lane Separation Trial

Jane

I have had feedback from the transport officers and am raising this as an agenda item at the Peak OH&S meeting today with the HSRs. I will send through a response following the meeting but I suspect that the an HSR will want the opportunity to drive over the separators and provide feedback.

Cheers
Craig b

From: Storch, Jane **On Behalf Of** Public Transport Governance
Sent: Wednesday, 18 March 2015 8:42 AM
To: Basher, Craig
Cc: Burkevics, Bren; Lawrence, Michael
Subject: RE: Cycle Lane Separation Trial
Importance: High

Hi Craig

Just following this up to see if we have any feedback to provide.

If you can let me know as soon as possible that would be appreciated.

Jane

From: Basher, Craig
Sent: Tuesday, 3 March 2015 3:16 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Cycle Lane Separation Trial

All

We have been asked to provide comments on the attached trial of the cycle lane separators that have been installed in various locations around Canberra.

Can you please read the report which outlines the four devices and the locations they have been installed at.

Les and Mick will then liaise with the Depot managers to have buses drive over these devices and we can collect the feedback and provide feedback through the governance team to respond back to Roads.

Cheers
Craig b

From: Storch, Jane **On Behalf Of** Public Transport Governance
Sent: Tuesday, 3 March 2015 1:32 PM
To: Basher, Craig
Subject: FW: Cycle Lane Separation Trial

Hi Craig

Here is the Cycle lane separation Trial information as discussed last Friday.

I have let Leigh know that ACTION will be taking buses out to test etc so that we can provide proper informed feedback.

Let me know if you need me to assist in any way.

Thanks again for your time.

Jane

From: Burkevics, Bren
Sent: Monday, 23 February 2015 1:51 PM
To: Hocking, Ian
Cc: Basher, Craig; [REDACTED]; [REDACTED]; Public Transport Governance; McGlinn, Ian; [REDACTED]
Subject: Cycle Lane Separation Trial

Ian

In Craig's absence, could you please review the attached report and seek feedback from drivers, delos, WHS reps and field ops staff on the cycle lane separator devices (only three of four installed).

It would be interesting to know if our drivers have experienced any difficulty with these devices at the locations identified.

I would like to see a consolidated list of feedback if possible. Governance may be able to tie it all together,

Thanks

Bren

From: Costa, Leigh
Sent: Monday, 23 February 2015 1:40 PM
To: Burkevics, Bren
Subject: Cycle Separation Trial

Hi Bren,

On behalf of Roads ACT I would like to request ACTION to comment on the attached report and more specifically the devices being trialled. Please note that this is **not** a final report as the trial is yet to be finalised.

The intent is to produce a final report incorporating your comments into the report on behalf of ACTION Buses.

Please feel free to call if you have any questions.

Kind regards,

Leigh Costa

Major Capital Works

Directorate of Territory & Municipal Services · Roads ACT
Level 7, Macarthur House · 12 Wattle Street, Lyneham ACT 2602
Locked Bag 2000 Civic Square · ACT 2600
Ph: (02) 6207 6878
ACT Government Homepage: www.act.gov.au

Sheather, Paula

From: Basher, Craig
Sent: Wednesday, 25 March 2015 3:21 PM
To: Storch, Jane; Public Transport Governance
Subject: FW: Cycle Lane Separation Trial

Categories: Purple Category

One of two emails

From: [REDACTED]
Sent: Wednesday, 25 March 2015 3:19 PM
To: Basher, Craig
Cc: [REDACTED]
Subject: FW: Cycle Lane Separation Trial

[REDACTED] | Field Operations Manager (South)
Phone Fax 02 620 77551 | **Mobile**
ACTION | Territory and Municipal Services Directorate | ACT Government
Tuggeranong Bus Station Greenway | GPO Box 158 Canberra ACT 2601
Email: [REDACTED]

From: [REDACTED]
Sent: Friday, 20 March 2015 6:23 PM
To: [REDACTED]
Subject: RE: Cycle Lane Separation Trial

Hi Mick

Having driven on the Audio tactile, I think this would be the best option for vehicles and cyclists'. It is very affective in letting the motorist know that they have crossed the line, as it vibrates through the steering and suspension. There would also be less chance of damage to vehicles if they do drive on it, I believe the other options could cause damage to the vehicles steering and suspension, and there could also be a greater risk of vehicles and cyclists losing control if they were to hit the kerbing particularly in wet conditions.

[REDACTED] | Transport Officer Grade 3
Phone Mobile
ACTION | Territory and Municipal Services Directorate | ACT Government
GPO Box 158 Canberra ACT 2601

From: [REDACTED]
Sent: Friday, 20 March 2015 11:53 AM
To: [REDACTED]
Cc: [REDACTED] Gallagher, Les; Basher, Craig
Subject: FW: Cycle Lane Separation Trial
Importance: High

Hi

Have a look at the attachment above. I like the Audio Tactile Line marking option.

Regards

[REDACTED] | Field Operations Manager (South)
Phone [REDACTED] | Fax 02 620 77551 | Mobile [REDACTED]
ACTION | Territory and Municipal Services Directorate | ACT Government
Tuggeranong Bus Station Greenway | GPO Box 158 Canberra ACT 2601
Email: [REDACTED]

From: [REDACTED]
Sent: Monday, 16 March 2015 8:21 AM
To: [REDACTED]
Cc: [REDACTED], Basher, Craig
Subject: FW: Cycle Lane Separation Trial
Importance: High

Guys

I asked for some feedback a week or so ago.

Can you have look at these devices separation lanes as per the attachment. I require some feedback.

The one at Greenway will be for Mick to report on.

Thanks

Les

From: Basher, Craig
Sent: Thursday, 12 March 2015 2:48 PM
To: Gallagher, Les; [REDACTED]
Cc: Hocking, Ian
Subject: FW: Cycle Lane Separation Trial

Les/Mick

How are we going with providing feedback on the three installed cycle lane separators?

Craig b

From: Basher, Craig
Sent: Tuesday, 3 March 2015 3:15 PM
To: Gallagher, Les; [REDACTED]
Cc: [REDACTED], Hocking, Ian; Storch, Jane
Subject: FW: Cycle Lane Separation Trial

All

We have been asked to provide comments on the attached trial of the cycle lane separators that have been installed in various locations around Canberra.

Can you please read the report which outlines the four devices and the locations they have been installed at.

Les and Mick will then liaise with the Depot managers to have buses drive over these devices and we can collect the feedback and provide feedback through the governance team to respond back to Roads.

Cheers
Craig b

From: Storch, Jane **On Behalf Of** Public Transport Governance
Sent: Tuesday, 3 March 2015 1:32 PM
To: Basher, Craig
Subject: FW: Cycle Lane Separation Trial

Hi Craig

Here is the Cycle lane separation Trial information as discussed last Friday.

I have let Leigh know that ACTION will be taking buses out to test etc so that we can provide proper informed feedback.

Let me know if you need me to assist in any way.

Thanks again for your time.

Jane

From: Burkevics, Bren
Sent: Monday, 23 February 2015 1:51 PM
To: Hocking, Ian
Cc: Basher, Craig; [REDACTED]; Public Transport Governance; McGlinn, Ian; [REDACTED]
Subject: Cycle Lane Separation Trial

Ian

In Craig's absence, could you please review the attached report and seek feedback from drivers, delos, WHS reps and field ops staff on the cycle lane separator devices (only three of four installed).

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Sent: Monday, 23 February 2015 1:40 PM
To: Burkevics, Bren
Subject: Cycle Separation Trial

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Please feel free to call if you have any questions.

Kind regards,
Leigh Costa
Major Capital Works

Directorate of Territory & Municipal Services · Roads ACT
Level 7, Macarthur House · 12 Wattle Street, Lyneham ACT 2602
Locked Bag 2000 Civic Square · ACT 2600
Ph: (02) 6207 6878
ACT Government Homepage: www.act.gov.au

TO:

Traffic Management and Safety

COMPLAINT/ENQUIRY

Roads ACT - TMS

IAMS Public Enquiry No:
888219

8

DETAILS

Suburb / Site: GREENWAY, , ATHLLON DRIVE, GREENWAY

Reason for Inspection Request

At the roundabout of Athllon Drive and Scollay Street there is a slip lane for cyclists heading east on Athllon Drive that has a plastic strip that separates the car lanes from the slip lane. Ian says this strip is slippery and very dangerous for cyclists who cross the line - he knows of two people who have suffered injuries due to it.

Primary Asset Type

REQUEST FOR SERVICES

ROAD PAVEMENT

TMS ISSUES - NOT MAINTENANCE

Request Originator

(MOB)

(EMAIL)

Processed By

Requested: 20-JAN-2015

Inspection Report By Traffic Management and Safety

Description of issue and possible cause

Discussed issues with [redacted] and advised him that his comments will be incorporated into trail report. [redacted] believes that visibility of the device was the main contributor to his accident.

Note - This device could have flag fixed to it thus improving the visibility of the device.

Recommended Remedial Works

Action / NoAction

Complainant advised of outcome

Inspected By

Date

Return to Operational Support Unit after completion of remedial works or assessment, by no later than 03-FEB-2015