



**TRAFFIC
CALMING
AUSTRALIA**

1800 055 292

**Riley® Kerb For Cycle Lane Separation
Designed to Protect Cyclists**



Separation Kerbs reduce in 73%
the intrusion of vehicles into bike lanes



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Report shows 73% reduction of motor vehicles into bike lanes after installation of separation kerbs

Designed to protect

A report by **SINCLAIR KNIGHT MERZ** has found several benefits from the installation of separation kerbs

- ✓ Increase in the average position of motor vehicles away from the kerb (and hence the bicycle lane), leading to greater separation between cyclists and motor vehicles;
- ✓ Fewer vehicles intruding into the bicycle lane;
- ✓ Cyclists felt safer and more relaxed riding along separation kerbs.

Figure 25: Distribution of vehicles at Chandler Highway Position 3 (near pedestrian crossing)

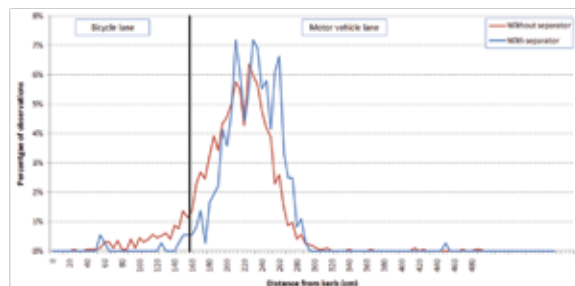


Figure 26: Distribution of vehicles at Chandler Highway Position 4 (near Yarra Boulevard)

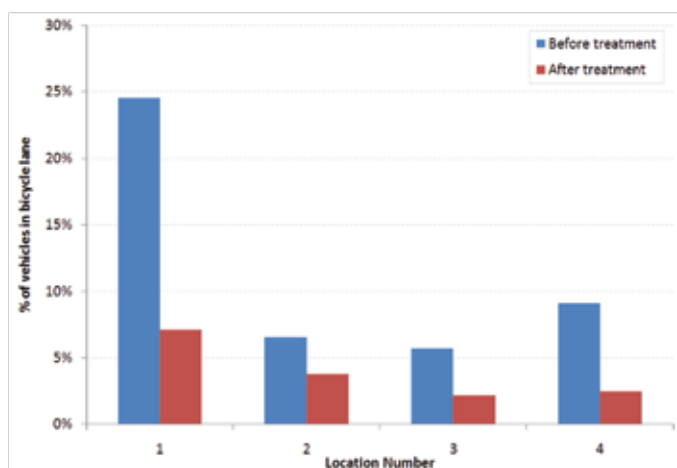


Figure 11: Chandler Highway vehicle tracking before and after treatment

According to the report, the separator had a significant effect on the number of motor vehicles entering the bicycle lane. The measurement system identified a statistically significant reduction in the number of vehicles entering the bicycle lane. In addition a statistically significant increase in the average distance from the kerb of the motor vehicles was detected.

At test position one (near the Eastern Freeway off-ramp) the number of vehicles in the bicycle lane reduced from 25% to 7% after the separation was installed.

The volume of traffic and multiple merging movements resulted in significant numbers of motor vehicles intruding into the bicycle lane. During the testing, it was found up to 24% of vehicles travelling with their left hand side wheels in the cycle lane. This is despite the clear road markings to identify the lane.

The separation was installed and there was a clear shift away from the kerb by the vehicles.



Table 1: Chandler Highway vehicle tracking before and after treatment

		POSITION			
		1	2	3	4
BEFORE	N	224	198	1029	685
	Mean (cm)	486	332	292	208
	Median (cm)	511	315	313	213
	% in bike lane	25%	7%	6%	9%
AFTER	N	1147	711	1147	362
	Mean (cm)	512	352	297	230
	Median (cm)	517	322	310	232
	% in bike lane	7%	4%	2%	2%
T-test		0.000	0.002	0.102	0.000
χ-test		0.000	0.042	0.000	0.000
Additional distance from gutter kerb	Mean (cm)	26	20	5	21
	Median (cm)	6	7	-3	19
	% in bike lane (%)	-71%	-42%	-62%	-73%



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Riley® is Ideally suited to

- >> School zones – entry and exit points for cyclists
- >> Approaches to pedestrian crossings, particularly around school zones
- >> Locations where the pavement size increases or decreases
- >> On cycle paths at intersections to alert cyclists they are approaching a hazard

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Riley® Features

- >> Riley Kerb comes in two sizes. 1.2Mts Long and also in 2Mts long with transition at each end.
- >> Rumble device in the vehicle lane to alert drivers that they are crossing into a cycle lane
- >> Yellow recycled rubber with built in reflectors
- >> Can be placed with 100mm gaps to allow for water to flow through
- >> A typical installation could be 2m of Riley Kerb with a 1m gap to allow cyclist to enter and exit the cycle lane
- >> Offers protection for cyclists; contours to road surface and curves
- >> Can be removed and relocated if required



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About TCA

TCA - Traffic Calming Australia, brings a comprehensive range of quality traffic calming products to the industry at a competitive price. Our experience is extensive and we are responsible for bringing innovation to the industry. Over the coming months you will see more of our new products as well as improvements in products such as speed cushions, roundabouts and separation kerbs.

We develop and design products to best assist your needs.



speed humps > speed cushions > separation kerbs > roundabouts >



signs > rubber kerbs > wheel stops > barriers > RPM's > arrow boards >



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