

**Appendix 2. Photo Survey, Safety and Compliance Audit - Lane Cove Rd to Talavera via Fontenoy**  
 (Nothing in this report indicates that cyclists accept this route as a reasonable or safe alternative to the existing M2 cycle facility.)

This is Appendix 2 of the Bike North Audit of the M2 Interim Bicycle Detour as proposed by Transurban. It covers the section from Lane Cove Rd to Talavera Rd via Fontenoy Rd providing access from the north. Other appendices will cover various sub routes and options that were suggested. This document should be read in conjunction with the other documents.




This audit was undertaken by Bike North with the aim of determining whether it complies with Austroads 14 and NSW Bicycle Guidelines and make recommendations as to the work required. As documented below the route not only does not comply, but we consider it has many safety hazards. A significant amount of work will need to be undertaken to raise the facility to a safe standard. Even at that stage it will not comply with the required regional route guidelines.

Principal Auditor : Doug Stewart (Bike North). Audit Date: 16 January 2007.

Key to references :





**Austroads** with page numbers = Austroads Part 14, Bicycles, Second Edition 1999, published by Austroads

**NSWBG** with page numbers = NSW Bicycle Guidelines, version 1.2 July 2005, published by the RTA (see web site)

|   | Location  | Comments  | Work   |
|---|---|---|--|
|   | 1. Fontenoy Rd (facing west)                            | Start of the on-road route with a wide bike lane and 50 kph speed limit, which should be the minimum standard for the route. No Bike Lane signs (Austroads p12-123). Getting here relies on crossing under Lane Cove Rd from Lane Cove Park or coming south on path from De Burghs Bridge. A surface crossing of Lane Cove Road is not available. | On road line and logos need remarking as they have faded over time. Add "bike lane" signs all along the route. Provide a hook turn crossing from Eden Gardens to allow cyclists from the Lane Cove Road to turn right to Fontenoy. |
|  | 2. Fontenoy Rd (facing west)                            | With this width a "safety strip" bike lane marking should be implemented for safety from car doors and from moving vehicles. (Austroads p128,130) Existing bike lane painted line is fading due to age.   | Remark on road bike lanes using "safety strip" design.   |
|  | 3. Fontenoy Rd approaching Tuckwell Place (facing west) | Bike lane narrows to allow for blind right turn bay over hill crest. Parking should be banned and "safety strip" marking bend out at this point.  | Ban parking. Remark on road bike lanes using "safety strip" design.  |

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|   | Location   | Comments   | Work   |
|---|--|--|--|
|    | <p>4. Fontenoy Rd approaching Khartoum Road corner (facing west)</p>                           | <p>Turn left at single lane roundabout. Options for cyclists to choose by ability. 1. Remark bike lane to encourage cyclists to merge into carriageway. 2. Bike lane bypass lane built around the corner taking some path and with median separation from road (Austroads p35, Fig 4-20, NSWBG p49-50)</p>   | <p>Add bike logos in centre of road. Change to dashed line to encourage bike safe merging to centre of road. Add "give way to cyclists" signs.</p> |
|   | <p>5. Khartoum Road leaving Fontenoy intersection (facing south)</p>                           | <p>Good bike lane facility in 50 kph zone. Faded paint. Bike lane bypass would come through kerb on the left of the photo.</p>   | <p>Remark on road bike lanes using "safety strip" design.</p>  |
|  | <p>6. Khartoum Road at Tasman Place corner (facing south)</p>                                  | <p>Bike lane disappears which is an old style treatment. Remark with broken continuity line across intersection to give cyclist a clear place to ride. (Austroads p49) This model should be used for all major/minor unsignalised intersections along the entire route.</p>  | <p>Remark on road bike lanes incorporating broken continuity line marked right across the intersection.</p>  |
|  | <p>7. Khartoum Rd approaching Talavera Rd corner which has traffic signals. (facing south)</p> | <p>Safety Hazard and difficult situation. Bike lane veers to kerb but bikes need to turn right from right lane or hook turn from left lane. New lane markings should bring bike lane down centre and continuity lines and logos lead there. Right lane is not right turn only. (Austroads p56, 5-15(d).) Signage to indicate right turn ahead.</p> | <p>Remark car and bike lanes to allow for all movements as per Austroads example given.</p>  |

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| Location  | Comments  | Work  |
|---|---|---|
| 8. Khartoum Rd approaching Talavera Rd corner which has traffic signals. (facing south) | Safety hazard. Continuation of previous treatment up to the intersection. (Austroads p53-59) Right lane is straight/ right and left lane is straight/ left, so this is a difficult situation for a turning cyclist. Incorporate a hook turn bay on Talavera Rd westbound. (Austroads p55-57, NSWBG p57, Fig 7.19.)  | Remark car and bike lanes to allow for all movements as per Austroads example given. Mark hook turn bay as indicated in NSWBG.  |
| 9. Talavera Rd at Khartoum Road corner (facing west) looking to shared user path.       | Safety hazard. Cyclists have a choice to access to the shared user path via this kerb ramp or to continue on road. Very busy with pedestrians at lunch times. Line markings should run through this section to show bicycle path in both directions. Path is not wide enough at peak periods. Also mark bike lane exiting intersection westbound down Talavera. | Mark bike lane and path onto and along this kerb ramp. Widen path to 3m. Add signs for bike path and behavioural signs (NSWBG p39). Mark bike line along road with logos. |

See Appendix 1 photo 38 and onwards for continuation westbound on Talavera Road.

See Appendix 3 photo 1 and onwards for continuation westbound on Talavera Shared User Path.