

Appendix 6. Photo Survey, Safety and Compliance Audit - M2 shoulder existing route

This is Appendix 6 of the Bike North Audit of the M2 Interim Bicycle Detour as proposed by Transurban. It covers the existing sealed shoulder/cycle lane on the motorway and is included to give a comparison with other routes. This document should be read in conjunction with the other documents.




This route is well graded, direct and fast and complies with the required regional route guidelines (NSWBG p11) in relation to directness, coherence, safety and comfort. In fact, this is the only possible route that can comply with these requirements. The audit shows the facility is excellent with just a few issues to be addressed in design or maintenance.

Principal Auditor : Doug Stewart (Bike North). Audit Dates: 14 January 2007, 16 January 2007, 30 January 2007,





Key to references :

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



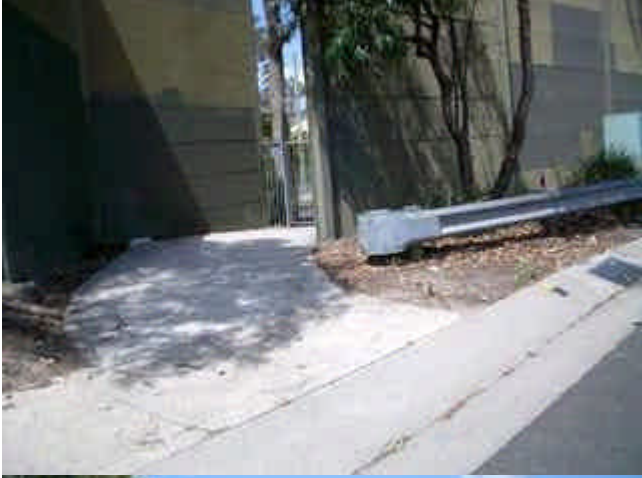

NSWBG with page numbers = NSW Bicycle Guidelines, version 1.2 July 2005, published by the RTA (see web site)

	Location	Comments	Work
	1. Epping Road and Delhi Road corner. Cycle crossing of Epping Road. (facing north)	New cycle light crossing. Delay can be long due to priority given to Epping Road.	None
	2. Epping Road and Delhi Road corner. Cycle crossing of Delhi Road. (facing west)	Need cycle light crossing and kerb ramp widened on the west side. Crossing over slip lane should be included in a single phase.	Add cycle light and widen kerb ramp.
	3. Delhi Road at Epping Road corner. (facing north)	Cycle lane has been removed from the left of this road. This should not have happened. We presume that the RTA anticipated removal of westbound cycle lane some years ago, but did not advise cyclists.	Widen kerb lane (or resume some nature strip) and reinstate cycle lane leading to the M2.





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	<p>4. Delhi Road slip lane onto the M2 motorway. (facing north)</p>	<p>M2 cycle lane begins.</p>	<p>None</p>
	<p>5. M2 Motorway cycle lane, (facing west)</p>	<p>Cycle lane should be wider and left turn to works depot should be narrower.</p>	<p>Widen cycle lane.</p>
	<p>6. M2 Motorway cycle lane, (facing west)</p>	<p>2.5m wide cycle lane.</p>	<p>None.</p>
	<p>7. M2 Motorway cycle lane at on Herring Road on ramp, (facing west)</p>	<p>Cycle lane with standard crossing point.</p>	<p>None</p>


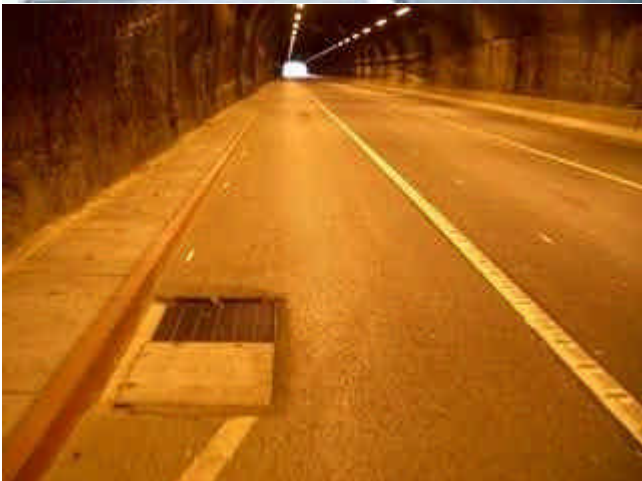


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Location	Comments	Work
	<p>8. M2 Motorway cycle lane, approaching toll plaza (facing west)</p> <p>Cycle lane narrows as the toll plaza is approached.</p>	<p>Cycle lane should be kept at a consistent 2.5m.</p>
	<p>9. M2 Motorway cycle lane, leaving toll plaza (facing west)</p> <p>2.5m wide cycle lane. Narrow cycle lane continues leaving the toll plaza but this painted buffer strip is very welcome. Painted buffer strip should be considered the entire length of the M2 Motorway, to encourage separation by taking 0.5m from the cycle lane. Vehicle side only should be Vibraline.</p>	<p>Cycle lane should be kept at a consistent 2.5m.</p>
	<p>10. M2 Motorway cycle lane, at Vimiera Road cycle entry/exit (facing west)</p> <p>This entry point allows for local access and there should be many more of these along the length of the M2. This would facilitate use of M2 by many more cyclists. Other locations should be considered for cycle-only access points.</p>	<p>None.</p>
	<p>11. M2 Motorway cycle lane, (facing west)</p> <p>2.5m wide cycle lane.</p>	<p>None.</p>

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	<p>12. M2 Motorway cycle lane, (facing west)</p> <p>M2 operators often block parts of the cycle lane to a greater or lesser extent. This has improved recently by use of reflective cones, but practices can still improve in siting these signs. Obstacles should be 1m clear of the cycle lane. (Austroads p72)</p>	<p>If possible do not place obstacles on the 2.5m wide cycle lane.</p>
	<p>13. M2 Motorway cycle lane, crossing the Terrys Creek Bridge (facing west)</p>	<p>None.</p>
	<p>14. M2 Motorway cycle lane, rounding bends between Terrys Creek and tunnel (facing west)</p>	<p>None.</p>
	<p>15. M2 Motorway cycle lane, approaching Norfolk Road Tunnel (facing west)</p>	<p>None.</p>

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Location	Comments	Work
	<p>16. M2 Motorway cycle lane, at Norfolk Road Tunnel portal (facing west)</p>	<p>2.5m wide cycle lane. None.</p>
	<p>17. M2 Motorway cycle lane, inside Norfolk Road Tunnel (facing west)</p>	<p>The cycle lane is effectively narrowed by the drains installed. Although most drains have entry and exit ramps they need improvement and should be even shallower. (Austroads p116-119) The paint dots show the proposed 3 lanes with the tunnel escape route being the raised footpath on the left. Consistently reduce lips and gradients in and out of all the grates to a smooth surface.</p>
	<p>18. M2 Motorway cycle lane, leaving the Norfolk Road Tunnel (facing west)</p>	<p>2.5m wide cycle lane. None.</p>
	<p>19. M2 Motorway cycle lane, at Beecroft Road off ramp (facing west)</p>	<p>2.5m wide cycle lane and then a mergere where continuing cyclists merge to the right. None</p>