

SUBMISSION FROM CAMWEST

ON WESTCONNEX M4 WIDENING

The practice of updating nearby cycling infrastructure when major road projects are carried out has allowed creation of a reasonable network of cycle paths across Western Sydney around the Parramatta/Fairfield area. This practice should continue with the M4 Widening project. At the western end of the project the existing cyclepath from Rita Sreet Merrylands is of excellent standard.

This standard of uninterrupted 2.5 metre wide pathway needs to be maintained all the way to Homebush Bay Drive. There should be no locations where cyclists have to stop, wait and give way to crossing traffic. The path is, after all, the cyclists' safe alternative to the motorway shoulder. In particular, the area where there is no motorway shoulder and cyclists are banned from the freeway the resulting cyclepath route should provide the same travel time as the shoulder would offer, and therefore not require a cyclist to stop or give way to cross traffic at any road crossings. Ideally there should be no minor road crossings or driveways and all major road crossings should have overpasses.

Starting from the Pitt Street end of the project:

MULTIPLE ROAD CROSSINGS

The crossing of Good Street, Granville is not a straight line, and increasing traffic flows can make a safe crossing difficult.

Alfred and Arthur Streets are less busy, but cyclists must still treat the intersection like Stop sign. Riders are in the shadow of the M4 viaduct and can be difficult for motorists to see, particularly at night.

All three of these crossings should have rider activated traffic signals installed. Cyclists should be able to cross safely without stopping.

There is opportunity to construct a 'clip on' bike lane to create grade separation at these crossings.

The same applies to Wentworth Avenue and Martha Street.

Junction Street, Auburn is a dead end. A Stop sign should allow cyclists to cross here with right of way.

At Stubbs Street the effective road crossing for cyclists is tortuous and very narrow. It needs to be straightened out and some right of way created for cyclists.

SILVERWATER ROAD

The traffic islands each side of the Silverwater Road crossing are woefully inadequate. This site has long been identified by Camwest ride leaders as a potential safety hazard. We no longer lead rides through this location. During the upgrade of the Silverwater Road traffic ramps either a clip-on style overpass or a new separate overbridge should be constructed between Adderley St West and Adderley St East and to bring the location up to the standard of most of the M7 interchange treatments.

AFTER HASLAM'S CREEK

Continuing Eastwards to Homebush Bay Drive by bicycle now takes some imagination. The existing M4 path leads naturally into Sydney Olympic Park and a footpath based route beside Edwin Flack Ave, then through the Hockey Centre car park to Rod Laver Drive. This route is 3-1/4 kilometres compared with the straight line distance the motorway covers of 2-1/4 kilometres, fully 44% further in distance. There is a well-placed existing bridge structure carrying a pipeline over Haslam's Creek. An uninterrupted cyclepath route should be constructed within the motorway easement to the end of the project area, which is Homebush Bay Drive, a total distance of 2250 metres. After the Hill Road overpass there is plenty of unused space between the motorway and Parramatta Road to carry a cyclepath. Traffic light crossings at Burnie Ave and Hill Road already exist and could be altered to incorporate cyclist lanterns. The space exists to construct clip-on overpasses at Hill Rd and Burnie Ave. Centenary Drive already passes over Parramatta Rd so grade separation for cyclists there will be easily achieved and must not be overlooked.

There is an existing unused railway bridge across the M4 and that could be connected to the Hockey Centre area to create a north/south M4 crossing and better cycling access toward Rhodes from the south side of the motorway.

WHERE TO NEXT

The existing bridge over the M4 between Pomeroy St and Park Rd at Homebush is part of the Bay to Bay route. It will clearly be a permanent spot in the network. The question is how you intend to join the M4 path to this point in the hopefully near future. The route from Haslam's Creek to Pomeroy St needs to be planned in a complete way, even if only part of it is built with the M4 Widening project. The route needs to either go to the North near Australia St or more to the South near Parramatta Road, or along the northern side of the motorway through Wentworth Reserve.

The distance from Coleman Street, Merrylands to Homebush Bay Drive is 10 kilometres. The area is quite flat (except for the Westward climb up Mays Hill) and a proficient adult cyclist should be able to ride this distance in 30 minutes. At present this ride takes closer to 45 minutes due to the difficulties encountered on the path and the indirect route through the Olympic Park precinct.

In conclusion, this major roads project should also create a continuous uninterrupted 2.5 metre wide cycling route for it's entire length similar to the quality of the M7 pathway from Pitt Street, Merrylands to Homebush Bay Drive.

Camwest would welcome further consultaion on detailed route alternatives to achieve the objective of a fast, smooth and flowing cyclepath in this area.

Regards

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Cyclists Action Movement West