

SAFETY AUDIT - CAMPBELL STREET



- Route Quality - Excellent
- Route Quality - Good
- Route Quality - Average
- Route Quality - Bad
- Route Quality - Terrible
- A # Audit Code

MCGREGOR COXALL
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Client
Roads and Maritime Service

Project No. 0573SYD
WestConnex ATN Stage 2

Address
St Peters, Sydney
Phase
B51 Planning Condition

Key Plan

Scale & Orientation
1: 500 @ A3
All dimensions are in millimetres unless otherwise noted. Do not scale from this drawing.

Revision Log	
Rev	Revision Description
A	For Consultation

LP/DK
By/Checked

8/3/17
Date

Sheet Title
Audit - Campbell Street

Sheet No.
01-02-04

Rev
A

SAFETY AUDIT - CAMPBELL STREET



B 1



B 2



B 3



B 4



B 5



B 6



B 7



B 8



B 9



B 10



B 11



B 12

SAFETY AUDIT - CAMPBELL STREET



B 13



B 14



B 15



B 16

SAFETY AUDIT - PRINCES HWY / CANAL ROAD

Site	Code	Description	Safety issue	Probability	Severity of consequence
Princes Hwy / Canal Road					
	C 1	Overgrowth of plants narrows shared path (various locations)	May cause congestion and a collision	Likely	Minor
	C 2	Very busy intersection, long waiting times at pedestrian crossing	Pedestrian / cyclist may attempt to cross road before signalised crossing	Possible	Minor
	C 3	Lack of pedestrian ramps at crossing	Cyclist has to via off crossing to use ramp	Likely	Moderate
	C 4	Uneven surface (various locations)	Cyclist may hit uneven surface	Likely	Minor
	C 5	High volumes of traffic in narrow one way side street	Not much room for on road cyclist	Likely	Moderate
	C 6	Poor alignment for pedestrian crossing	Pedestrian / cyclist may attempt to short cut corner of crossing	Likely	Minor
	C 7	Excessive amount of signage at entrance to May Street, poor way-finding	Cyclist may hit sign posts	Possible	Moderate
	C 8	Uneven surface (various locations)	Cyclist may hit uneven surface	Likely	Moderate
	C 9	Narrow footpath due to road signage (various locations)	Cyclist may hit sign next to busy road	Possible	Moderate
	C 10	Bus stop narrows footpath	Cyclist may have to dismount to get around bus stop	Likely	Not significant
	C 11	No pedestrian crossing - Pedestrians have to use 3 crossings to cross south western side of Princes Hwy	Pedestrian / cyclist may attempt to cross road with no signalised crossing	Possible	Minor

			Potential Consequences				
			L6	L5	L4	L3	L2
			Minor injuries or discomfort. No medical treatment or measureable physical effects.	Injuries or illness requiring medical treatment. Temporary impairment.	Injuries or illness requiring hospital admission.	Injury or illness resulting in permanent impairment.	Fatality
			Not Significant	Minor	Moderate	Major	Severe
Likelihood	Expected to occur regularly under normal circumstances	Almost Certain	Medium	High	Very High	Very High	Very High
	Expected to occur at some time	Likely	Medium	High	High	Very High	Very High
	May occur at some time	Possible	Low	Medium	High	High	Very High
	Not likely to occur in normal circumstances	Unlikely	Low	Low	Medium	Medium	High
	Could happen, but probably never will	Rare	Low	Low	Low	Low	Medium

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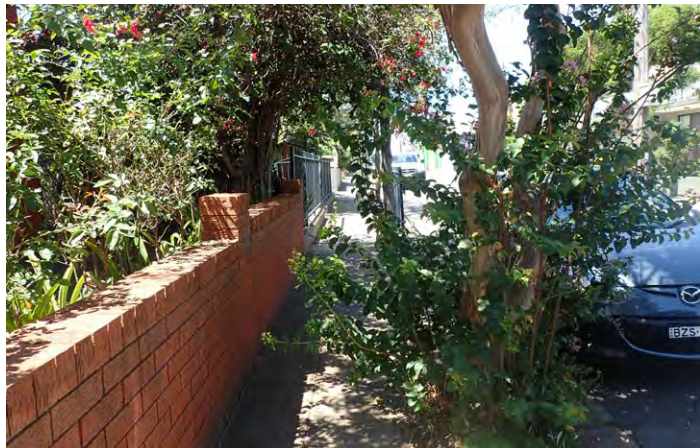
LP/DK 8/3/17
By/Checked Date

Sheet Title
Audit - Princes Hwy Intersection

Sheet No.
01-03-01

Rev
A

SAFETY AUDIT - PRINCES HWY / CANAL ROAD



C 1



C 2



C 3



C 4



C 5



C 6



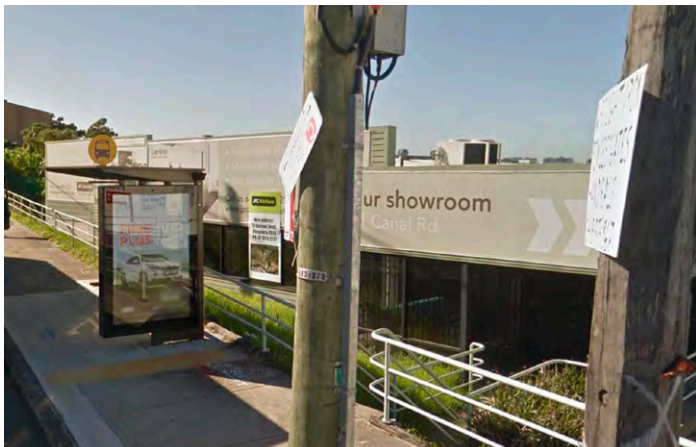
C 7



C 8



C 9



C 10



C 11

SAFETY AUDIT - CANAL ROAD

Site	Code	Description	Safety issue	Probability	Severity of consequence
Canal Road	D 1	Footpath narrows due to over grown grass (various locations)	May cause congestion and a collision	Likely	Minor
	D 2	Uneven surface (various locations)	Cyclist may hit uneven surface	Likely	Moderate
	D 3	Footpath narrows due to bus stop (various locations)	May cause congestion and a collision	Likely	Minor
	D 4	Footpath narrows due to over grown plants (various locations)	May cause congestion and a collision	Likely	Minor
	D 5	Uneven surface (various locations)	Cyclist may hit uneven surface	Likely	Moderate
	D 6	Uneven surface (various locations)	Cyclist may hit uneven surface	Likely	Moderate
	D 7	Leaf litter and dirt covering footpath (various locations)	cyclist may loose traction over leaf litter and dirt	Likely	Moderate
	D 8	Uneven surface (various locations)	Cyclist may hit uneven surface	Likely	Moderate
	D 9	Footpath narrows due to bus stop (various locations)	May cause congestion and a collision	Likely	Minor
	D 10	Footpath narrows due to over grown plants (various locations)	May cause congestion and a collision	Likely	Minor
	D 11	Small pedestrian crossing island	Pedestrians / cyclists are very close to miving vehicles	Possible	Moderate
	D 12	Footpath narrows due to hand rail and light post	May cause congestion and a collision	Likely	Minor
	D 13	Broken footpath at entrance to narrow bridge footpath	Pedestrians / cyclists are very close to vehicles	Possible	Severe
	D 14	Footpath narrows and kerb dissapears	Pedestrians / cyclists are very close to vehicles	Possible	Severe
	D 15	Uneven surface (various locations)	Cyclist may hit uneven surface	Possible	Minor
	D 16	No barrier between shop car park and footpath	Cyclist may get hit by vehicle	Possible	Minor
	D 17	Footpath narrows due to cuts in pavement	Cyclist may hit uneven surface	Possible	Minor
	D 18	Footpath narrows due to powerline post and services lid (various locations)	Cyclist may hit post or service lid	Possible	Minor
	D 19	Footpath narrows due to bus stop (various locations)	May cause congestion and a collision	Likely	Minor
	D 20	Footpath narrows due to cuts in pavement	Cyclist may hit uneven surface	Possible	Minor
	D 21	Footpath narrows due to sign post in pavement (various locations)	Cyclist may hit sign post	Likely	Minor
	D 22	Lack of pedestrian crossing infrastructure	Cyclist has to check with truck driver before crossing	Possible	Minor
	D 23	Footpath narrows due to powerline post (various locations)	Cyclist may hit powerline post	Likely	Minor
	D 24	Footpath narrows due to over grown plants (various locations)	May cause congestion and a collision	Likely	Minor
	D 25	Footpath narrows due to over grown plants and post	May cause congestion and a collision	Likely	Minor
	D 26	Footpath narrows due to over grown plants and post	May cause congestion and a collision	Possible	Minor
	D 27	Uneven surface (various locations)	Cyclist may hit uneven surface	Possible	Minor
	D 28	Footpath dissapears and narrows	Cyclist may loose traction over dirt, cause congestion or colision	Likely	Moderate
	D 29	Narrow bridge footpath	Pedestrians / cyclists are very close to vehicles	Possible	Moderate
	D 30	Light post in the middle of narrow footpath next to busy road	Cyclist may fall off trying to move around light pole	Possible	Major

Potential Consequences						
		L6	L5	L4	L3	L2
		Minor injuries or discomfort. No medical treatment or measureable physical effects.	Injuries or illness requiring medical treatment. Temporary impairment.	Injuries or illness requiring hospital admission.	Injury or illness resulting in permanent impairment.	Fatality
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LP/DK 8/3/17
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Sheet Title
Audit - Canal Road

Sheet No.
01-04-01

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01-04-02

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Sheet No.
01-04-03

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Sheet No.
01-04-05

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SAFETY AUDIT - CANAL ROAD



D 1



D 2



D 3



D 4



D 5



D 6



D 7



D 8



D 9



D 10



D 11



D 12

SAFETY AUDIT - CANAL ROAD



D 13



D 14



D 15



D 16



D 17



D 18



D 19



D 20



D 21



D 22



D 23



D 24

SAFETY AUDIT - CANAL ROAD



D 25



D 26



D 27



D 28



D 29



D 30



D 31

SAFETY AUDIT - SYDNEY PARK

Site	Code	Description	Safety issue	Probability	Severity of consequence
Sydney Park					
	E 1	Changes in pavement materials and no barrier infront of dropoff	May cause congestion and a collision	Likely	Minor
	E 2	Bollards are hard to see in low light	Cyclist may hit bollards	Possible	Minor
	E 3	Steep hill	Cyclist may loose control down hill	Unlikely	Minor
	E 4	Uneven surface due to tree roots (various locations)	Cyclist may hit uneven surface	Possible	Minor
	E 5	New path recently constructed	N/A	N/A	N/A

			Potential Consequences				
			L6	L5	L4	L3	L2
			Minor injuries or discomfort. No medical treatment or measureable physical effects.	Injuries or illness requiring medical treatment. Temporary impairment.	Injuries or illness requiring hospital admission.	Injury or illness resulting in permanent impairment.	Fatality
			Not Significant	Minor	Moderate	Major	Severe
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SAFETY AUDIT - SYDNEY PARK



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Scale & Orientation
1: 2000 @ A3
0 2 4 6 8 10 M
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Revision Log	
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A	For Consultation

LP/DK 8/3/17
By/Checked **Date**

Sheet Title
Audit - Sydney Park

Sheet No.
01-05-01

Rev
A

SAFETY AUDIT - SYDNEY PARK



SAFETY AUDIT - SYDNEY PARK



E 1



E 2



E 3



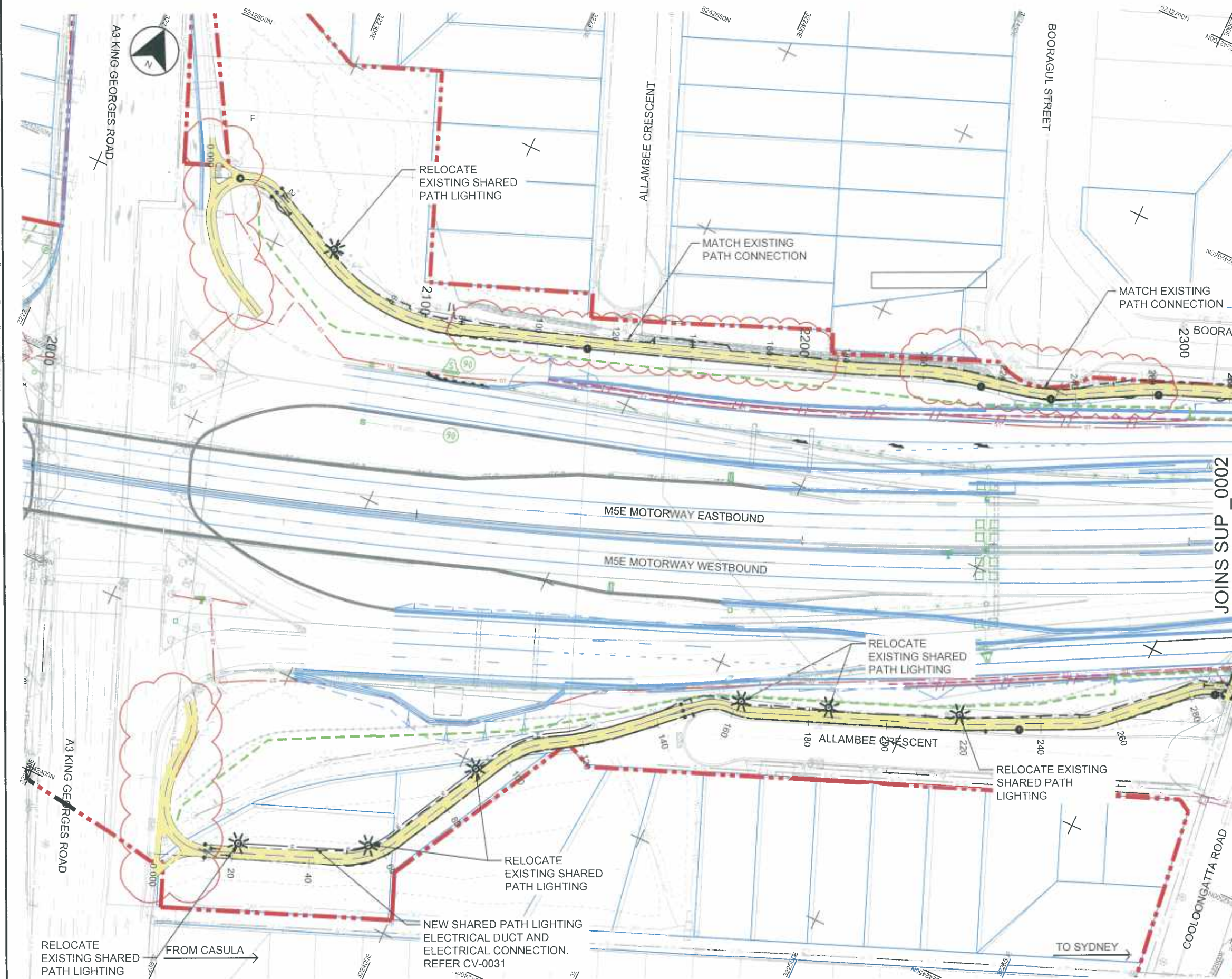
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APPENDIX 05

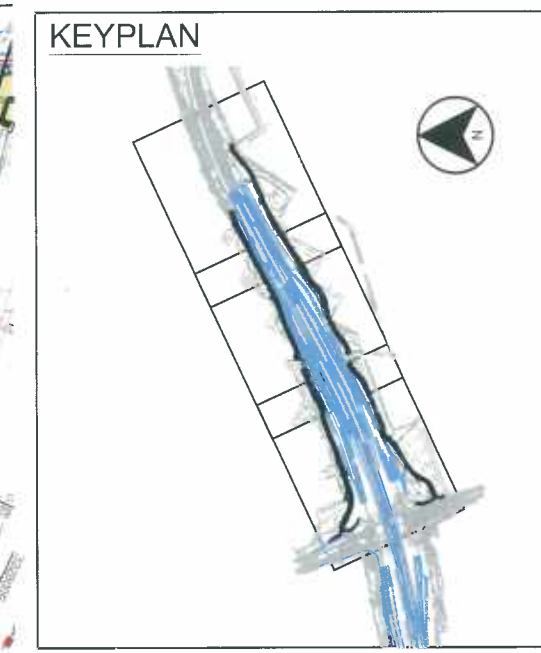
M5 Linear Park – Shared Path Upgrades





LEGEND

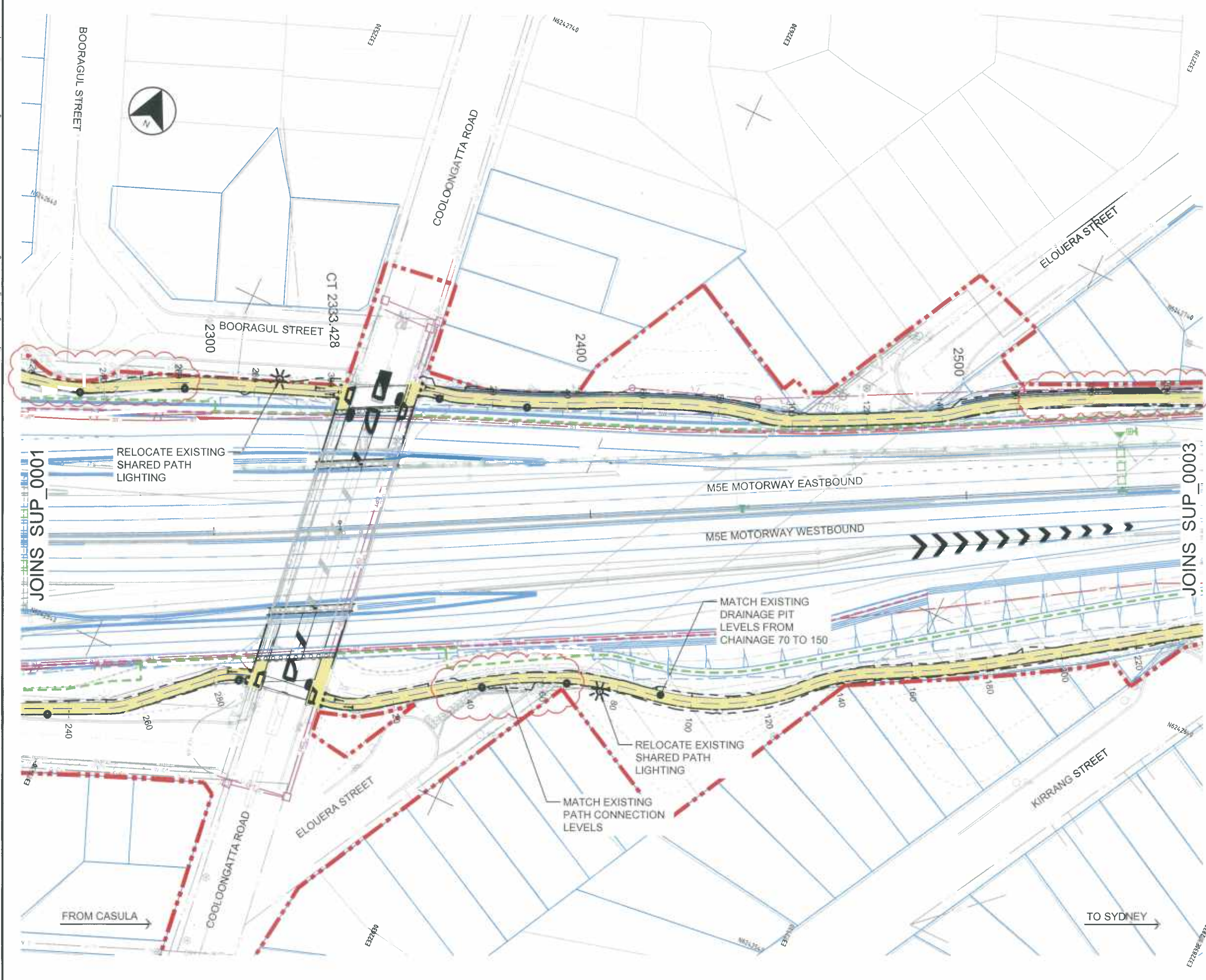
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- 100 CONTROL LINE CHAINAGE
- PROJECT BOUNDARY
- CADASTRAL BOUNDARY
- DEPOSITED PLAN (DP) BOUNDARY
- NEW NOISE WALL
- SHARED PATH DESIGN
- KING GEORGE RD INTERCHANGE UPGRADE DESIGN
- SURVEY
- SHARED PATH
- ☼ RELOCATED SHARED USER PATH LIGHTING



FOR INFORMATION ONLY

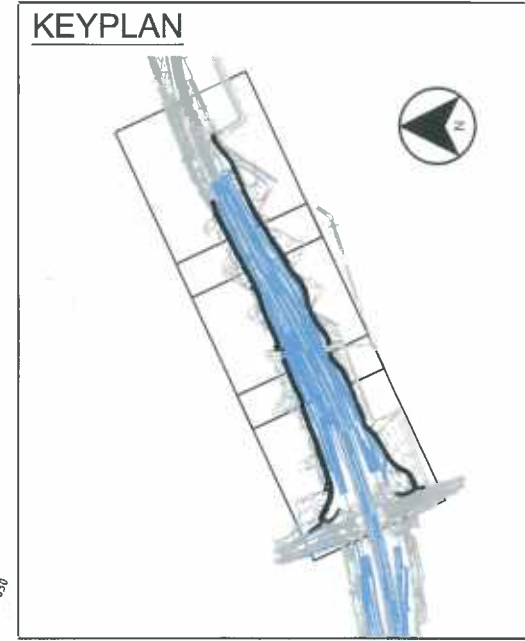
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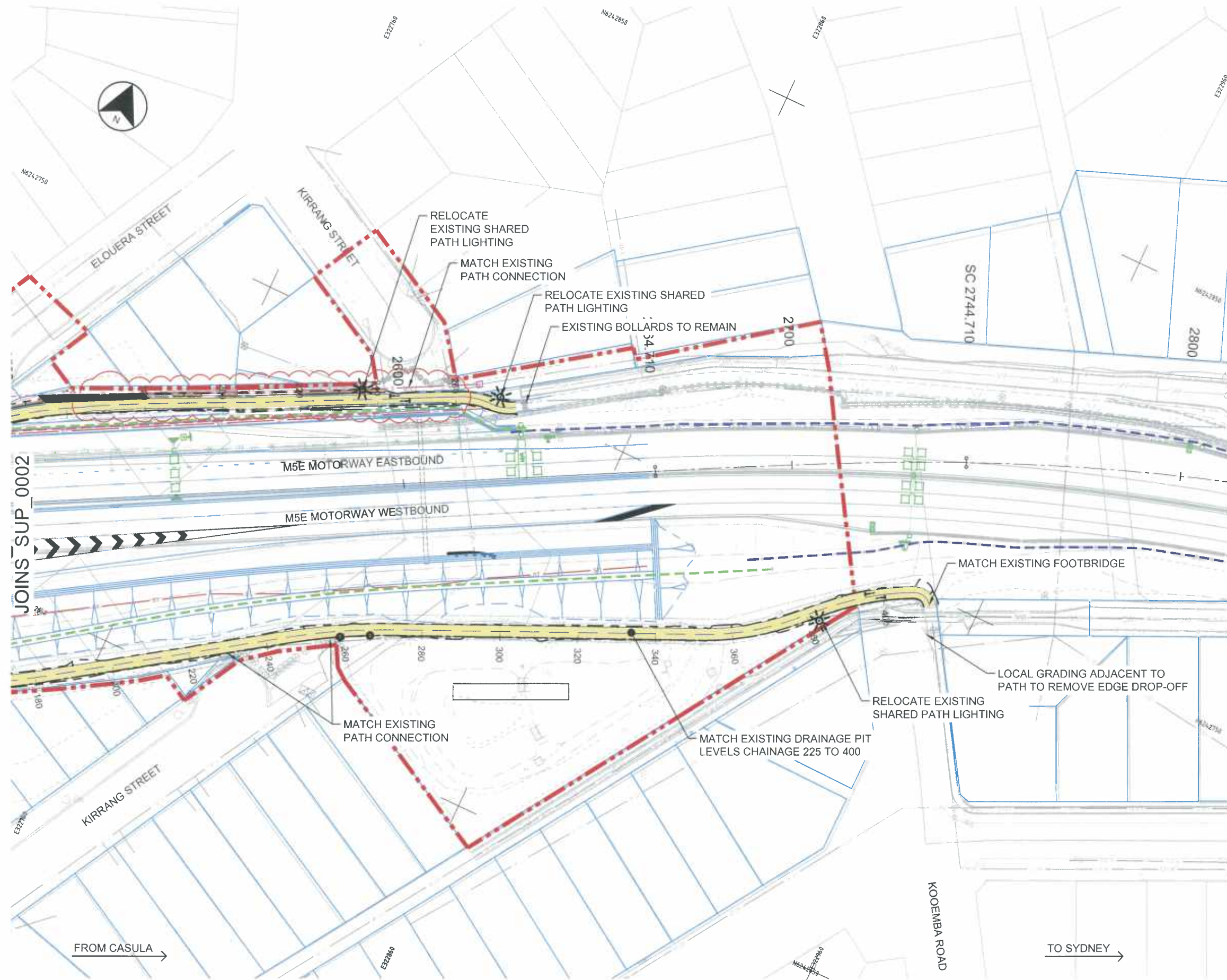
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- - - NEW NOISE WALL
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- ☼ RELOCATED SHARED USER PATH LIGHTING



FOR INFORMATION ONLY

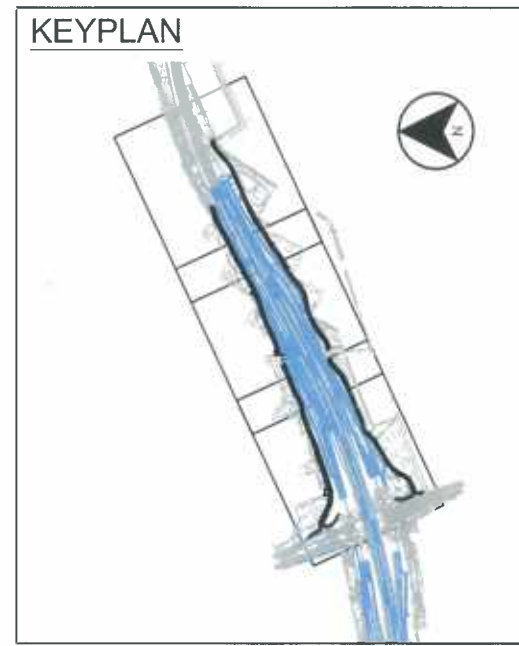
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LEGEND

- 100 SHARED PATH CONTROL LINE
- CONTROL LINE CHAINAGE
- PROJECT BOUNDARY
- CADASTRAL BOUNDARY
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- SURVEY
- SHARED PATH
- RELOCATED SHARED USER PATH LIGHTING



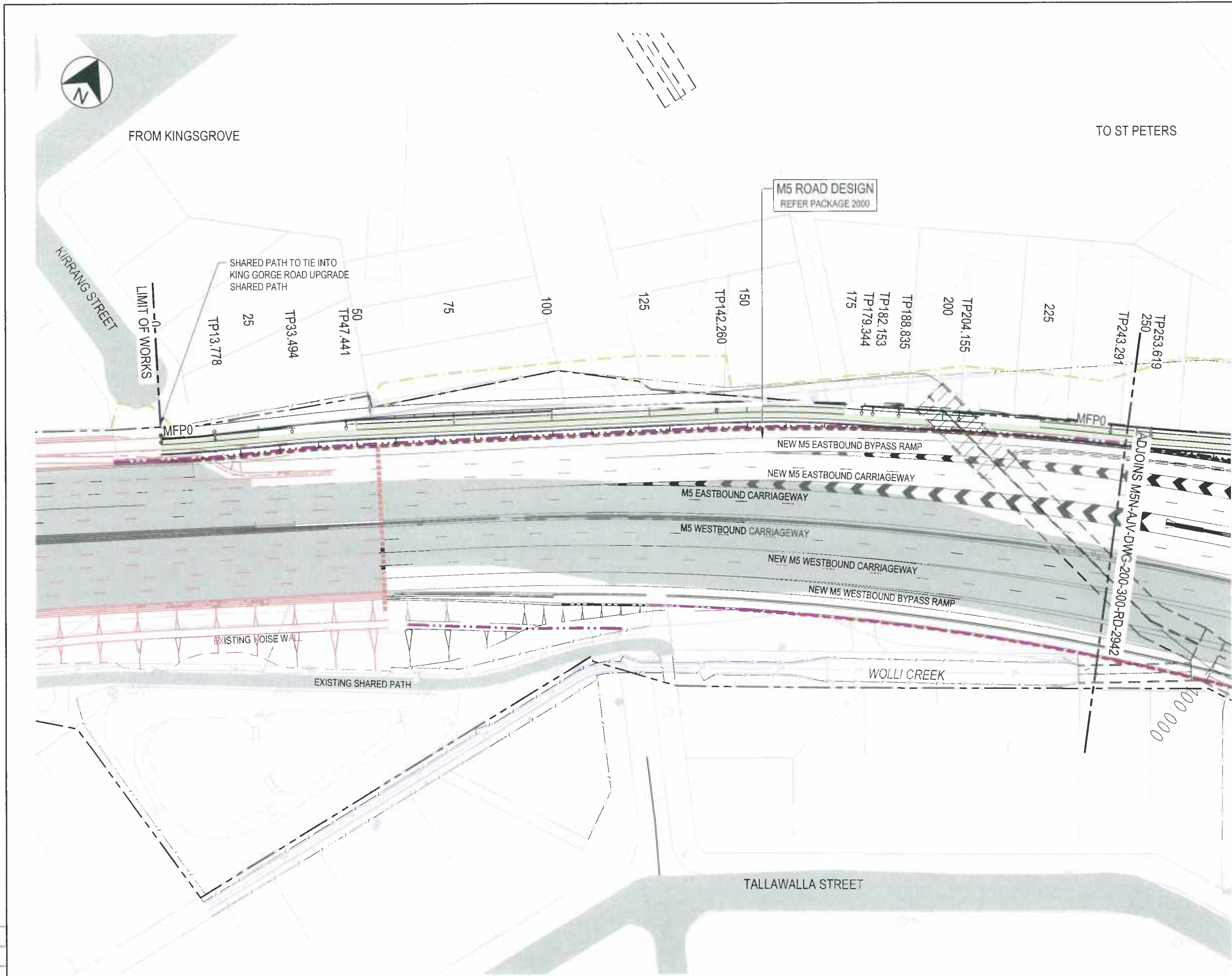
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CLIENT Transport Roads & Maritime Services	DESIGNER ATCOM AECOM Australia Pty Ltd A.B.N. 20 093 946 925	SCALES 5 0 5 10 15 20m 1 : 1000 FULL SIZE A3	WESTCONNEX M5 KING GEORGES RD INTERCHANGE UPGRADE SHARED PATH ALIGNMENT PLAN - SHEET 3	INFORMATION DOCUMENT DOCUMENT NO PROJECT NO - DOC TYPE - PROJECT PHASE - DISCIPLINE - DATE (YYYYMMDD) - DESCRIPTION WCX2-IFD-20-2100-CV-20150914_SUP_0003
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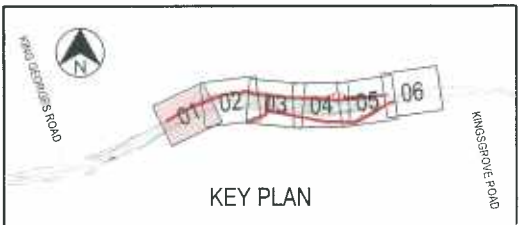
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50mm ON A3 SIZE ORIGINAL



- LEGEND
- PERMANENT WORKS BOUNDARY
 - TEMPORARY WORK BOUNDARY
 - SURVEY
 - CADASTRAL
 - KING GEORGE ROAD UPGRADE (BY OTHERS)
 - EXISTING PAVEMENT
 - CUT AND COVER STRUCTURE
 - SHARED PATH
 - MAINLINE TUNNEL
 - RETAINING WALL
 - NOISE WALL
 - MAINTENANCE GATE FOR CROSS CARRIAGEWAY ACCESS
 - BOUNDARY FENCE
 - CYCLE SAFE BALUSTRADE
 - CONTROL LINE - SHARED PATH



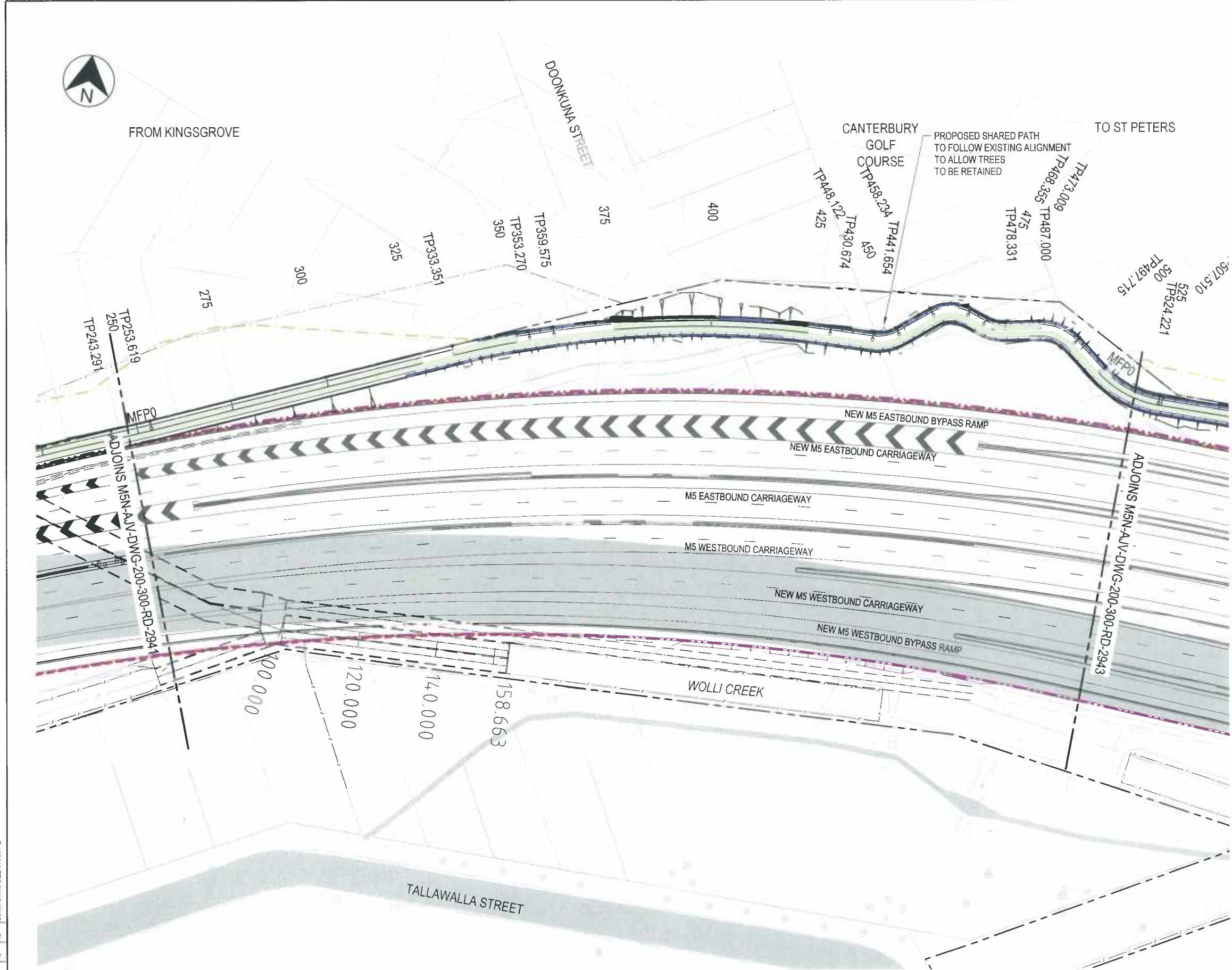
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DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THIS DRAWING				SCALES ON A3 SIZE DRAWING				CPB CONTRACTORS DRAGADOS AJJV AURECON JACOBS NEW M5 JOINT VENTURE				SAMSUNG SAMSUNG C&T Golder Associates HASSELL		TITLE									
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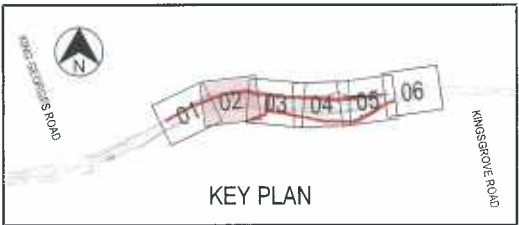
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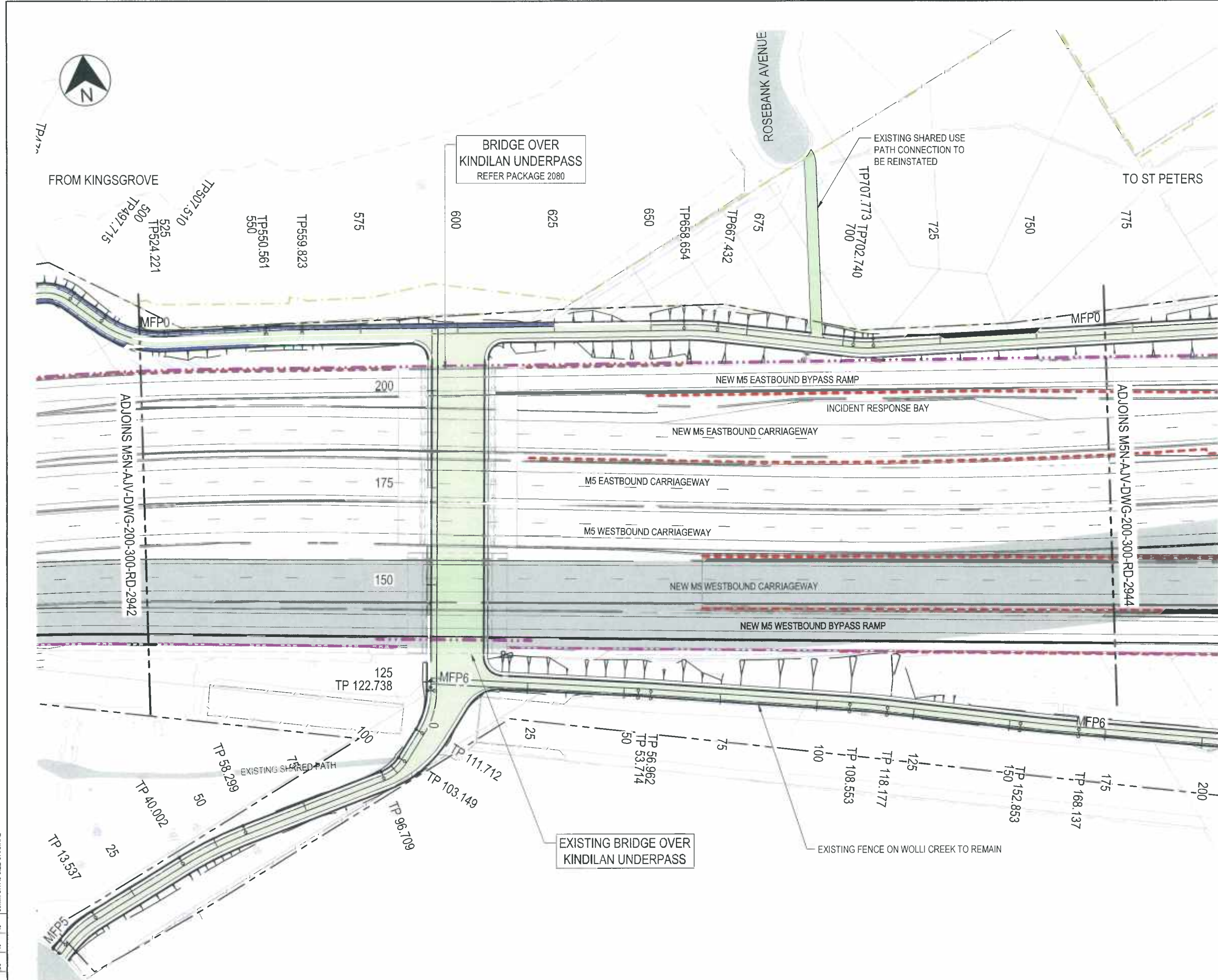


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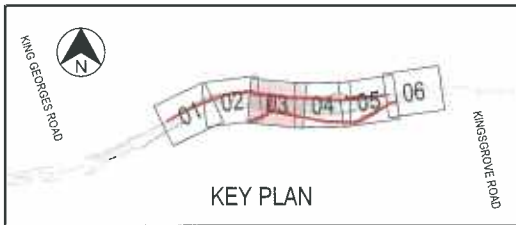
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- LEGEND**
- PERMANENT WORKS BOUNDARY
 - TEMPORARY WORK BOUNDARY
 - SURVEY
 - CADASTRAL
 - KING GEORGE ROAD UPGRADE (BY OTHERS)
 - EXISTING PAVEMENT
 - CUT AND COVER STRUCTURE
 - SHARED PATH
 - MAINLINE TUNNEL
 - RETAINING WALL
 - NOISE WALL
 - MAINTENANCE GATE FOR CROSS CARRIAGEWAY ACCESS
 - BOUNDARY FENCE
 - CYCLE SAFE BALUSTRADE
 - CONTROL LINE - SHARED PATH

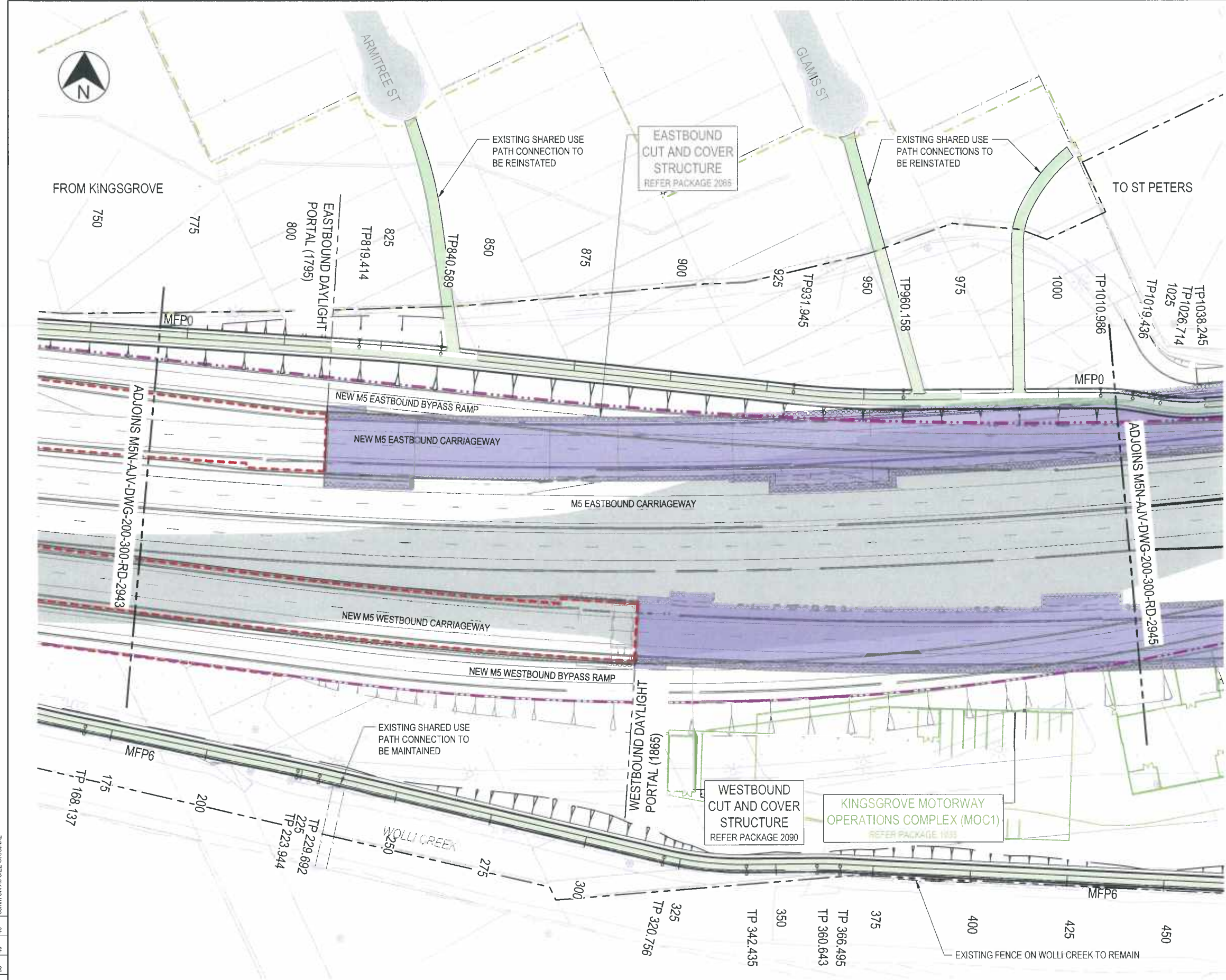


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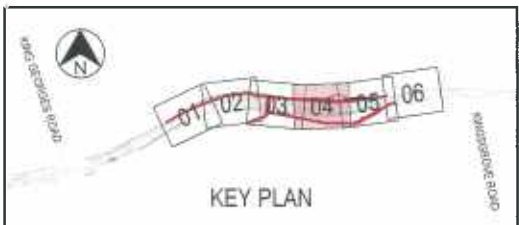
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- LEGEND**
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M5N-AJV-DPK-200-300-RD-2010	
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SCALE 1:1000	
CO-ORDINATE SYSTEM MGA ZONE 56	
HEIGHT DATUM AHD	

WestConnex New M5

CPB CONTRACTORS

DRAGADOS

SAMSUNG C&T

Golden Associates

HASSELL

AURECON JACOBS NEW M5 JOINT VENTURE

PLOT DATE / TIME		PLOT BY	
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DESIGN	M.JAMES	22.04.2016	
DESIGN CHECK	A.GOSBY	22.04.2016	
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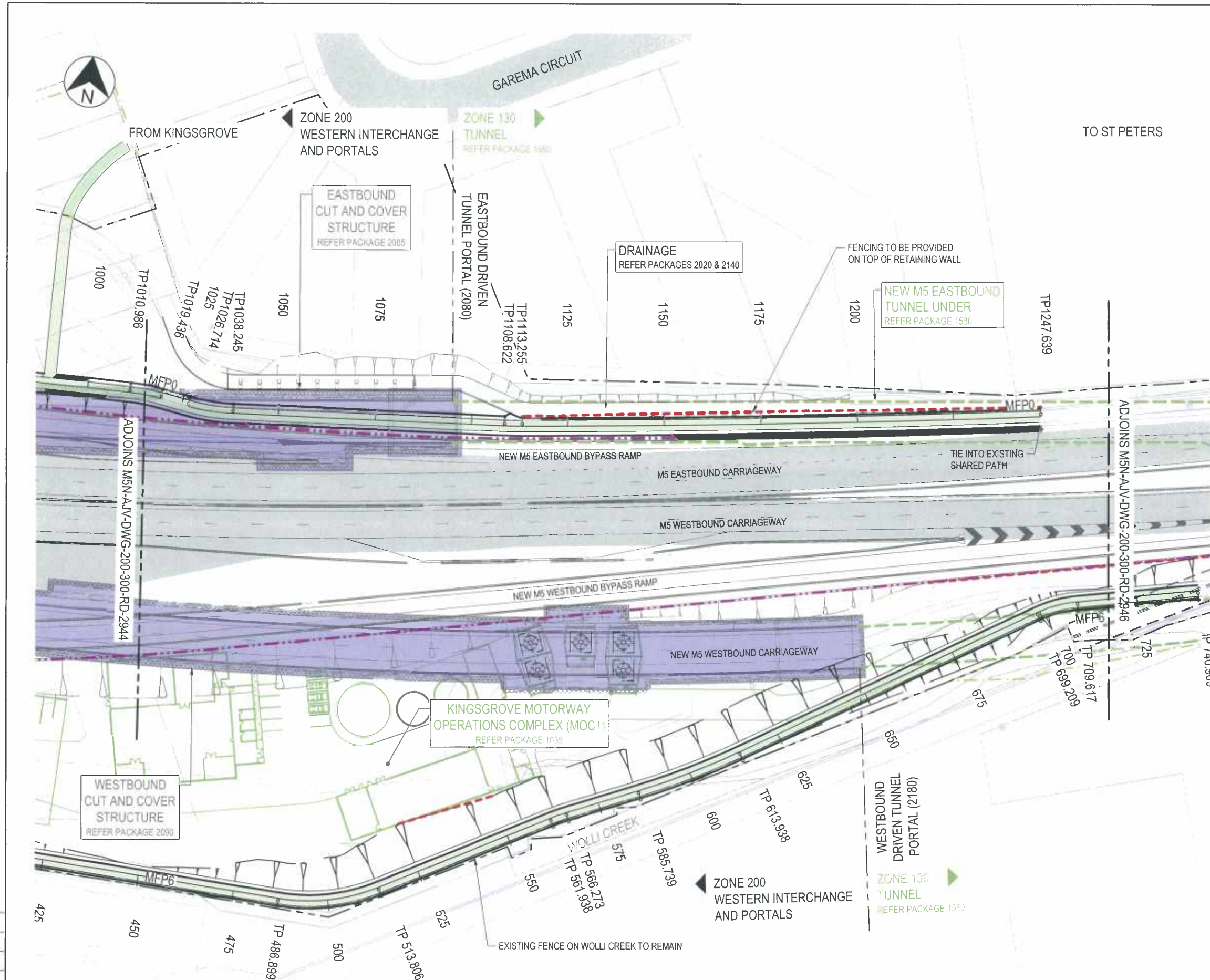
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WESTERN INTERCHANGE AND PORTALS			
SHARED USE PATH GEOMETRY			
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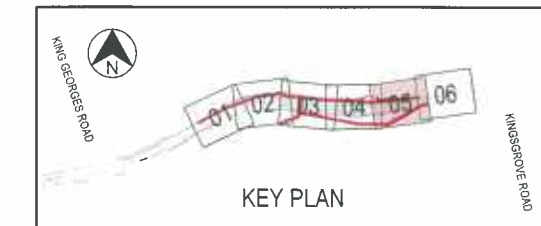
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50mm ON A3 SIZE ORIGINAL



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ANNEXURE 3

Inner West Bicycle Coalition response to cycling paths relating to the proposed M4-M5 Link.



342 Livingstone Road, Marrickville NSW 2204

20 June 2017

Tom Kennedy
Development Director
Sydney Motorway Corporation
Level 33, 259 George St Sydney NSW 2000

RE: Provision of Cycling Paths Relating to Proposed M4-M5 Motorway Link

Dear Tom,

The NSW Government, in the executive summary of SYDNEY'S CYCLING FUTURE Cycling for everyday transport, December 2013, states that "Our target is to increase the mode share of cycling in the Sydney metropolitan region for short trips that can be an easy 20 to 30 minute ride."
"The needs of people on bikes will be included throughout the planning of new and upgraded road, rail, bus and interchange projects, including corridor protection and the provision of infrastructure when projects are designed or constructed. Bicycle facilities will be identified and delivered parallel to major transport corridors, in partnership with local councils."

It also states that
"Future investment will aim for separation of bikes, vehicles and pedestrians wherever possible. Shared paths for bike riders and pedestrians will only be used where there are no other options and will be carefully designed to minimise conflict."

To this end, we propose the following Veloways and relate them to the additions listed on Pages 54 and shown in Figure 14.1 P55 of the Westconnex M4-M5 Link Concept Design May 2017

CityWest Cycle Link

This is a separated path from Iron Cove to Pyrmont Via the Glebe Island Bridge and would incorporate the following additions noted in the Concept Design:

1. A separated cycleway along Victoria Rd to the intersection of Roberts St ✓
2. A separated cycleway Springside St to the Iron Cove Bridge and the Bay Run ✓
3. An underpass under Victoria Rd to Bays Precinct ✓
4. A path from Victoria Rd to Lilyfield Light Rail Depot ✓
5. A path from Easton Park to the Crescent? If this goes to Whites Creek ✓

The following works are needed to make this a direct easy well-connected route route for all people to use:

- A. Separated cycle and pedestrian paths along Iron Cove Creek from Parramatta Rd to Timbrell Park
- B. A widened cutting on the north side of the light rail from Leichhardt North Light Rail Station to past Balmain Rd with parallel separated cycle and pedestrian paths installed along full length
- C. a new bridge over Victoria Rd to join the new connection 1. Above
- D. Link to Anzac Bridge
- E. Link across refurbished old Glebe Island Bridge



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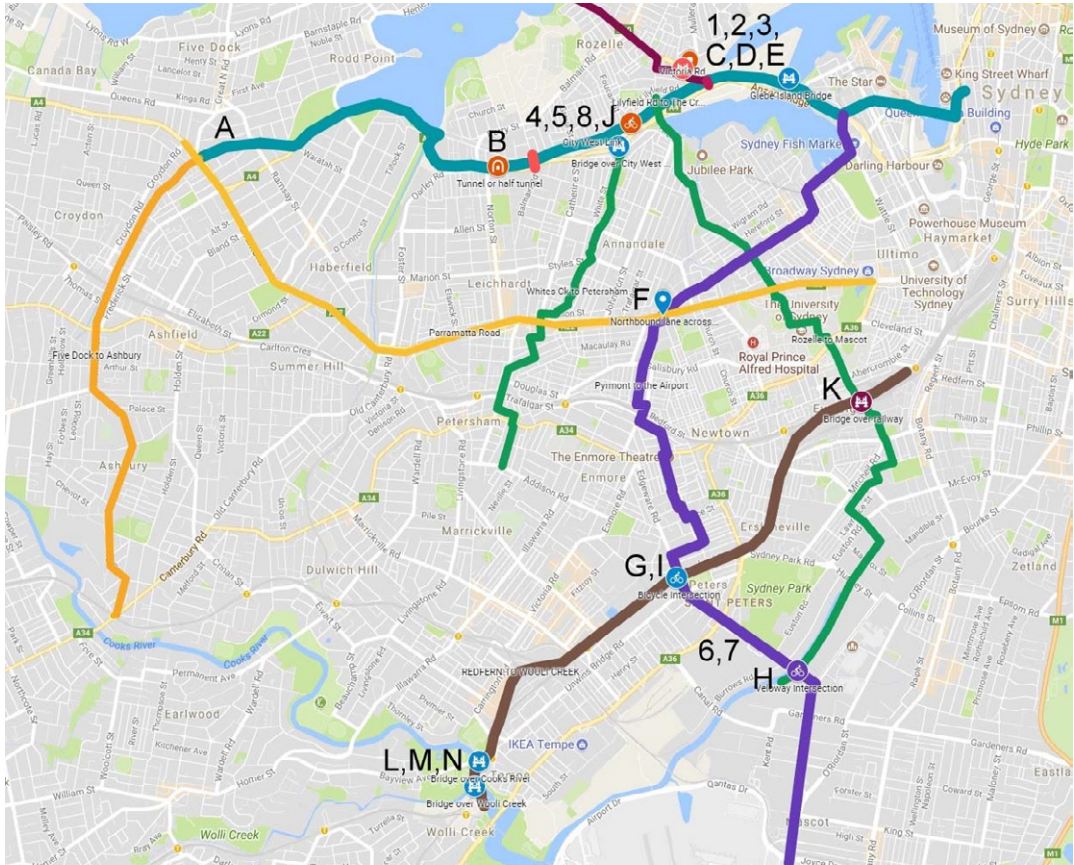


Fig 1 Key to Location of Projects

Pyrmont to the Airport

This route provides a central spine for those travelling from the city to the airport and would incorporate the following additions noted in the Concept Design:

6. A connection from Bedwin to Bourke Rd - see G below
7. Connect to North Side of Alexandria Canal Path?

The following works are needed to make this a direct easy well-connected route route for all people to use:

- F. A new crossing over Parramatta Rd from Denison to Pyrmont Bridge Rd northbound
- G. Extend the separate cycle path over railway to Darley St
- H. Connect to the Alexandria Canal cycle Path (South side)
- I. Connect to Camdenville Oval - see Inner West Council plans for a BMX park



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Rozelle to Mascot

This Route links Rozelle to Mascot via Sydney University and the Advanced Technology Park and would incorporate the following additions noted in the Concept Design:

- 8. A connection to Lilyfield Rd on Gordon St✓

The following works are needed to make this a direct easy well-connected route route for all people to use:

- J. A crossing of City West Link Rd to new separated cycle path to Jubilee Park
- K. A bridge across the railway corridor at carriageworks

Redfern to Wolli Creek

This route will be formed along the rail corridor through the Everleigh redevelopment and the Bankstown Metro Rail line. The following works are needed to make this a direct easy well-connected route route for all people to use:

- L. a cycle and pedestrian bridge over the Cooks River
- M. a separated path along the Cooks River From Bayview Avenue to Discovery Point Park
- N. A cycle and pedestrian bridge over Wolli Creek

These Veloways need to be separate from Pedestrian Paths

This is very important! Shared paths should be avoided where there is high use of cycling for transport, as per the NSW policy. People riding bicycles are required to give way to all pedestrians, and there are no rules about where pedestrians should walk etc, so progress on a bicycle can be very slow on a shared path.



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We would expect that these features be included in the conditions of consent provided by the Department of Planning for the M4-M5 Link ensuring a viable active transport network is provided as part of the project, in accordance with NSW Government policies.

regards,

John Caley,
President
Bike Marrickville
bikemarrickville@gmail.com

Neil Tonkin,
Advocacy Coordinator
Inner West Bicycle Coalition
neil.tonkin@ozemail.com.au

ANNEXURE 4

Wayfinding and signage.

WAYFINDING AND SIGNAGE

A key ATN design principle is to provide a direct route which is based on clear desire lines and is coherent in linking potential origins and destinations. This design principle is also reflected in the requirement to plan for an ATN which avoids complicated navigational requirements and enables cyclists to maintain momentum. Where a route is not direct these principles are typically compromised.

A key issue for the routes through the inner west is that the main direct routes are on heavily trafficked major regional roads. These direct routes typically require navigating bus stops, signalised intersections, greater conflict with requirements for parking and without separated cycleways provide a significantly lower levels of safety and significantly less attractive routes.

The alternative to these direct heavily trafficked routes is to use low traffic volume local streets. These streets generally provide more attractive routes for cycling, provide more interesting routes, involve less conflict with parking, typically do not

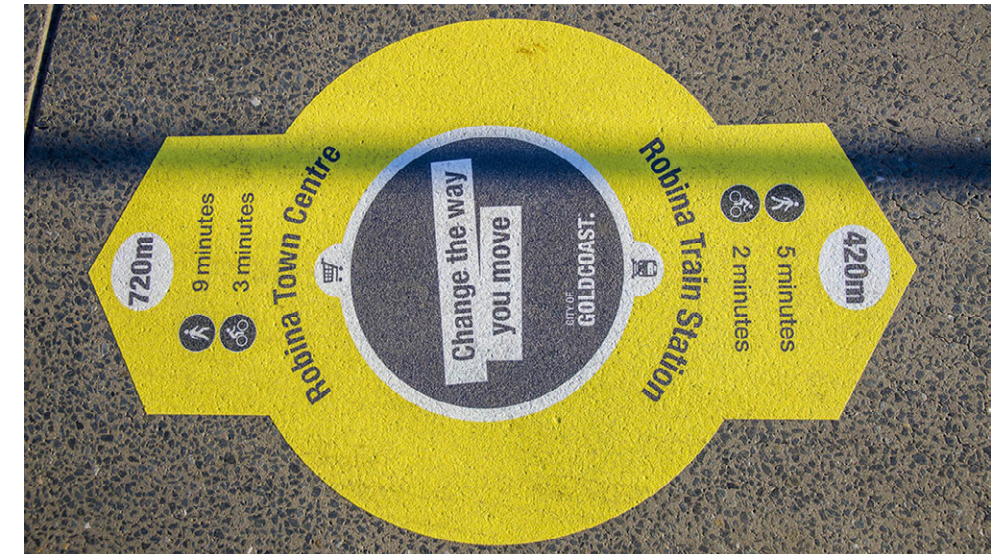
have buses and have less complex intersections. However the main disadvantage of these routes is that they are not direct, and require linkages back into the main trip origins and trip destinations. These routes are also often not located on obvious desire lines as these routes tend to have less apparent connectivity compared to the main direct routes.

Hence there is a requirement for high quality wayfinding and signage. This is particularly important as many of the routes are not able to be followed intuitively. At present the current signage provides:

- Limited warning of route changes and route choices
- Limited information about destinations
- Often compromised locations of signage which may not be in a cyclist line of vision
- Are not consistently applied to the whole of a route such that it is not possible to rely on the signage for navigation
- Are not consistently applied at all points of route choices.



Cycle Path - London, England



Robina Town Centre Wayfinding - Gold Coast, Australia



Bike Parking - Copenhagen, Denmark



Cyclist Street Art

It is proposed to develop a high quality street signage strategy to be applied across the routes. This high quality signage is proposed to address the above issues by using clearly marked routes where navigation is necessarily complex. This signage is proposed to use distinct signage for different routes such that a route can be easily followed.

A well designed and creative example of this is the Battery Point Sculpture Trail which uses interpretive signage on existing street furniture elements in bright orange colour which are easily able to be spotted at distance and typically at or near eye level.

This could be combined with signage on the pavement which indicates that a route change or route choice is occurring such as the signage examples of Robina Town Centre Wayfinding and Frome Bikeway. These signages should be used to warn of an impending route change such that there is time to find the next route indicator and understand what is required to manoeuvre.

This signage strategy in the inner west could be creatively linked to the vibrant street art culture that is evident throughout the inner west including Council sponsored street art.



Battery Point Sculpture Trail - Hobart, Australia



Frome Bikeway - Adelaide, Australia



River Side - Los Angeles, California



Frome Bikeway - Adelaide, Australia

