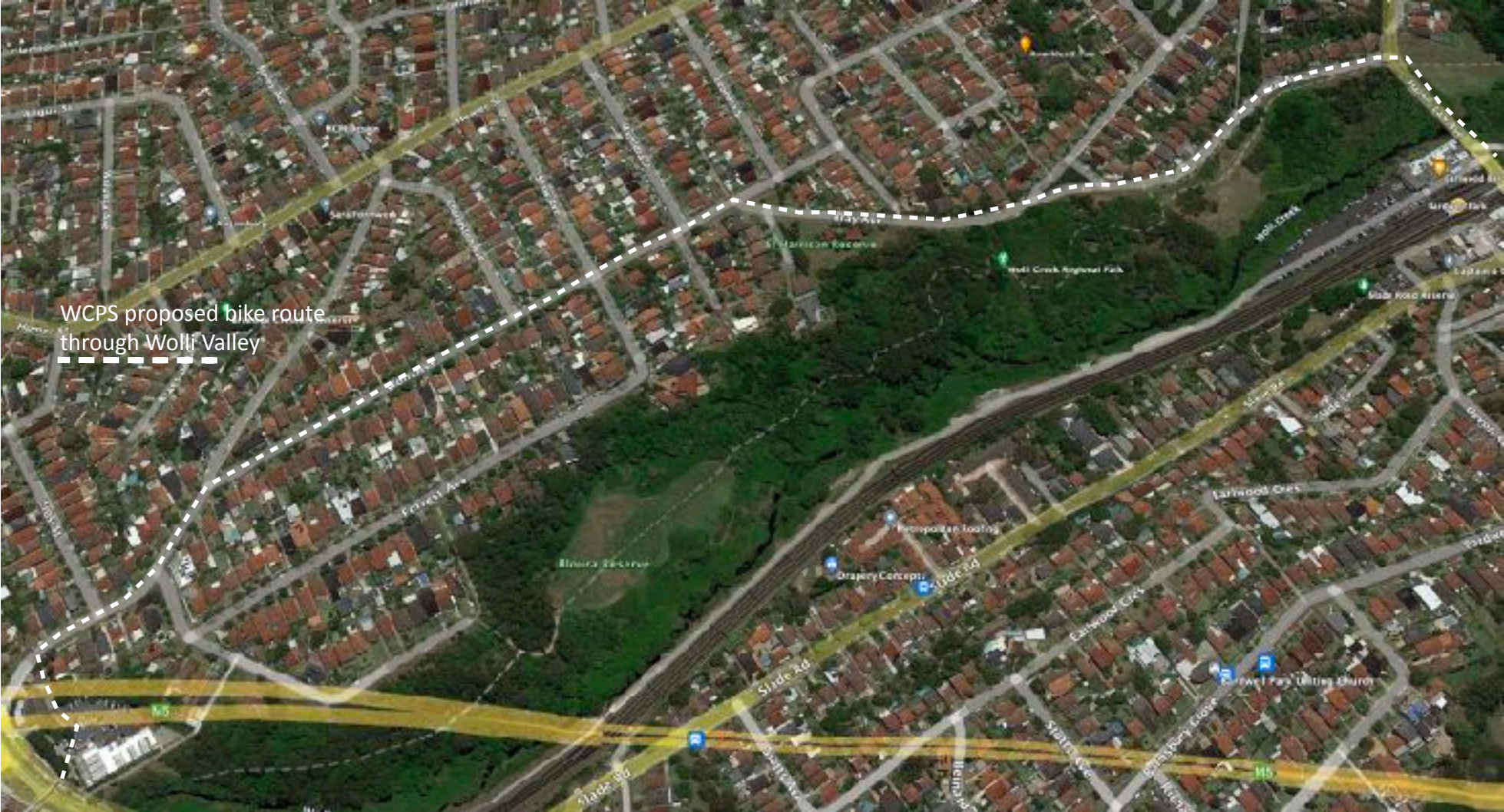


**Western Section:** this uses the height of the bridge over Bexley Road to avoid a steep hill climb, and is otherwise on quieter backroads; Bray Ave may need some additional calming treatment to slow car speeds. Bexley Road detail shown below.



**Eastern section:**

- the cycle route has to cross busy Hartill-Law Avenue
- for safety, it will need a new crossing and traffic-calming measures on the steep hill coming down from Earlwood.
- crossing Wolli Creek and the rail line probably involves attaching a bike lane to Hartill-Law bridge.
- the route between houses and rail line exists in part, but is incomplete.
- a replacement will be needed for the former bridge across Bardwell Creek from Edith St at a high level given the propensity for the creek to flood
- there is no avoiding the use of part of Hannam St to reach Turrella station and join existing bike pathways to Wolli Creek (the suburb).





**Detail at Bexley North.**

The path comes off the existing cycle/pedestrian bridge over Bexley Road at bridge level (to avoid steep climb to the level of Wolli Avenue) before making its way through the RMS car park and its exit to Wolli Avenue.

**Detail at Bardwell Park:** a new crossing for cyclists is necessary at the bottom of Hartill-Law Avenue, which is steep and has many fast-moving cars. A additional structure to carry cyclists up to and across Hartill-Law bridge is required and there are social difficulties in providing a route alongside the railway as far as Powys Ave. An alternative, longer, bridge might solve part of this problem. Slade Road is also increasingly busy.

