

LILYFIELD ROAD SECTION 2

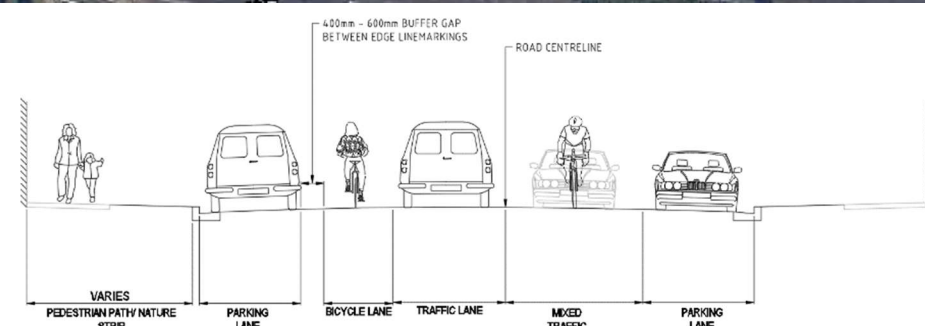
FROM NORTON STREET TO BALMAIN ROAD

Source: SIX Maps



Section features:

- The uphill topography continues from the previous section. The crest is at Rayner Street after which the grade is downhill eastbound;
- Existing trees within the road corridor along Lilyfield Road provide excellent shade and visual amenity; and
- The bicycle shop at James Street/ Mary Street intersection has potential to be used as a cycle hub, allowing for journey facilities such as information, bottle refill, rest stop, etc.



OPTION A: IMPROVEMENTS TO EXISTING ON-ROAD BICYCLE FACILITIES

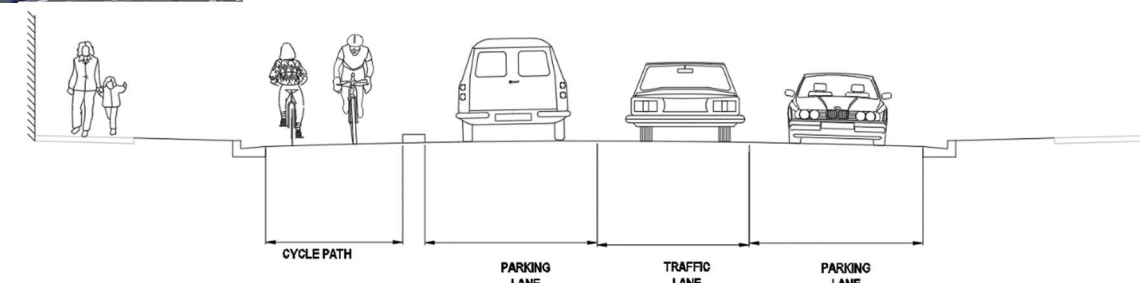
TREATMENT: BUFFER-SEPARATED CYCLE LANE EASTBOUND, MIXED TRAFFIC WESTBOUND (TREATMENTS SWITCH SIDES AFTER CREST AT RAYNER STREET)

Advantages:

- Wider refuge at Norton Street provides more safety to cyclists and pedestrians crossing Norton Street; and
- By implementing mixed traffic downhill (westbound direction), a cycle lane can be assigned uphill (eastbound) with minimal loss of parking.

Disadvantages:

- Loss of 1 parking space at the Balmain Road intersection (westbound); and
- The route is almost entirely on-road which is not encouraging to less experienced cyclists.



OPTION B: KERB-SEPARATED BI-DIRECTIONAL CYCLEWAY NORTHERN SIDE OF LILYFIELD ROAD WITH ONE WAY TRAFFIC FLOW EASTBOUND

Advantages:

- As mentioned in the previous section, the separated cycleway provides cyclists with a safe cycling area away from vehicular traffic; and
- Plenty of planting opportunities upon removal of the westbound traffic lane.

Disadvantages:

- Implementing one-way traffic in the eastbound direction causes inconvenience to residents. Additionally, the detour route via Perry Street/ Mary Street/ James Street is long and prone to congestion- particularly during peak periods;
- Due to the shift in the road centreline along Lilyfield Road east of Norton Street, the right-turn angle is much sharper which makes it difficult for buses to turn right from Norton Street to Lilyfield Road and vice-versa; and
- The cycleway located between the kerb and the parking lane will create a barrier to businesses from stopping to load/unload.