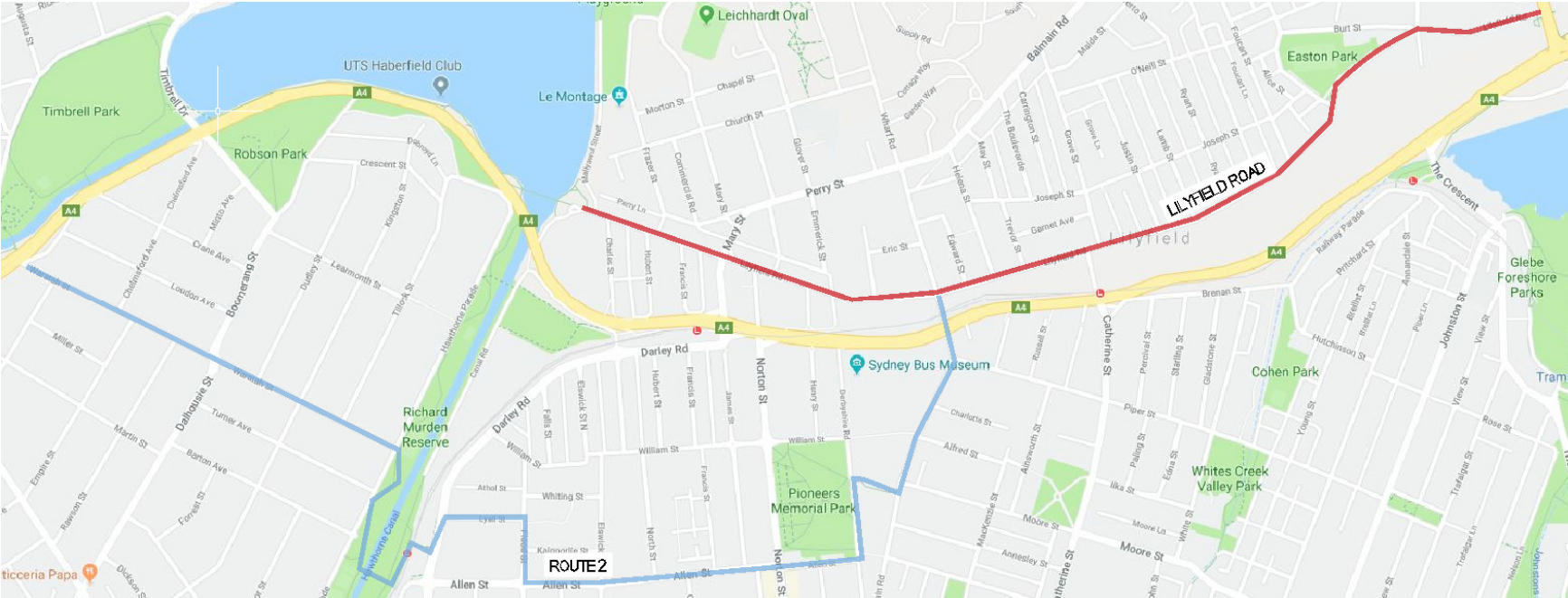


SUPPLEMENTARY ROUTE 2



General Description

Supplementary Route 2 starts at the intersection of Waratah Street and Dobroyd Parade and ends at the Lilyfield Road/ Balmain Road intersection.

The route is 6km long, which bypasses 870m of Lilyfield Road and 3.4km of the Bay Run / Henley Marine Drive section, resulting in an increased travel distance of 1.7km for Supplementary Route 2. The route connects to the Henley Maine Drive footbridge across Dobroyd Parade to Timbrell Park reserve in the west.

Features

On the route, bus stops are located at the corner of Flood Street and Allen Street, Leichhardt Congregational Church, on Allen Street outside a medical centre and on Balmain Road in front of the sports oval.

Two light rail stops are in the vicinity; Hawthorne at the centre of Hawthorne Canal Reserve, with a direct path to Darley Road and Marion located at the southern end of Richard Murden Reserve.

Areas of open spaces along the route such as Richard Murden Reserve and Hawthorne Canal Reserve (both are part of The Greenway), Pioneers Memorial Park and Sydney Secondary College sports oval.

The route connects to points of interest including Hawthorne light rail station, businesses and services located on Norton Street, Pioneers Memorial Park, Sydney Secondary College Leichhardt Campus and Transit Systems Leichhardt bus depot.

Major Existing Cycle Facilities on Route

- Short sections of cycle lanes on Waratah Street in both directions
- Shared path at Richard Murden Reserve and Hawthorne Canal Reserve
- Darley Road shared path
- On-road shoulder cycle lanes in both directions at Flood Street and Allen Street
- Moore Street West Cycleway
- Shared path on west side of Balmain Road
- Occasional on road cycle symbols and wayfinding signage

WARATAH STREET TO BALMAIN ROAD

Route (heading east)

- Waratah Road
- Richard Murden Reserve
- Hawthorne Canal Reserve
- Darley Road
- Lyall Street
- Flood Street
- Allen Street
- Derbyshire Road
- Moore Street Cycleway
- Balmain Road
- Balmain Road/Lilyfield Road intersection

Advantages and Disadvantages of Route

Advantages

- Some sections have existing cycle infrastructure;
- The route travels through part of The Greenway reserve and connects to points of interest; and,
- Minimal potential landscape and open space losses will be incurred as a result of providing a cycle facility adjacent.

Disadvantages

- The longest route of the options considered and does not formally link to the Bay Run. The existing Henley Marine Drive pedestrian bridge is an inadequate linkage to Timbrell Park/ the Bay Run for cyclists due to the narrow width of the crossing;
- The route consists of multiple right hand turns and has various uphill gradients which are not ideal for cycleway provisions. The long uphill section of Waratah Road is not significantly dissimilar to Lilyfield Road to warrant the additional distance that the route would require to avoid the main route;
- Cyclists are required to cross the Dalhousie Street /Waratah Street roundabout intersection;
- Cyclists have to cross Darley Road to access Lyall Street. A small refuge is located on Darley Road which may be uncomfortable for cyclists waiting to cross;
- Care must be taken when travelling along Allen Street and crossing Norton Street due to a high volume of turning movements at the intersection, multiple bus stops, pedestrian activity, a pedestrian crossing and roadside parking within the vicinity; and,
- The Balmain Road bridge has no additional shoulder width permissible and high volumes of traffic.