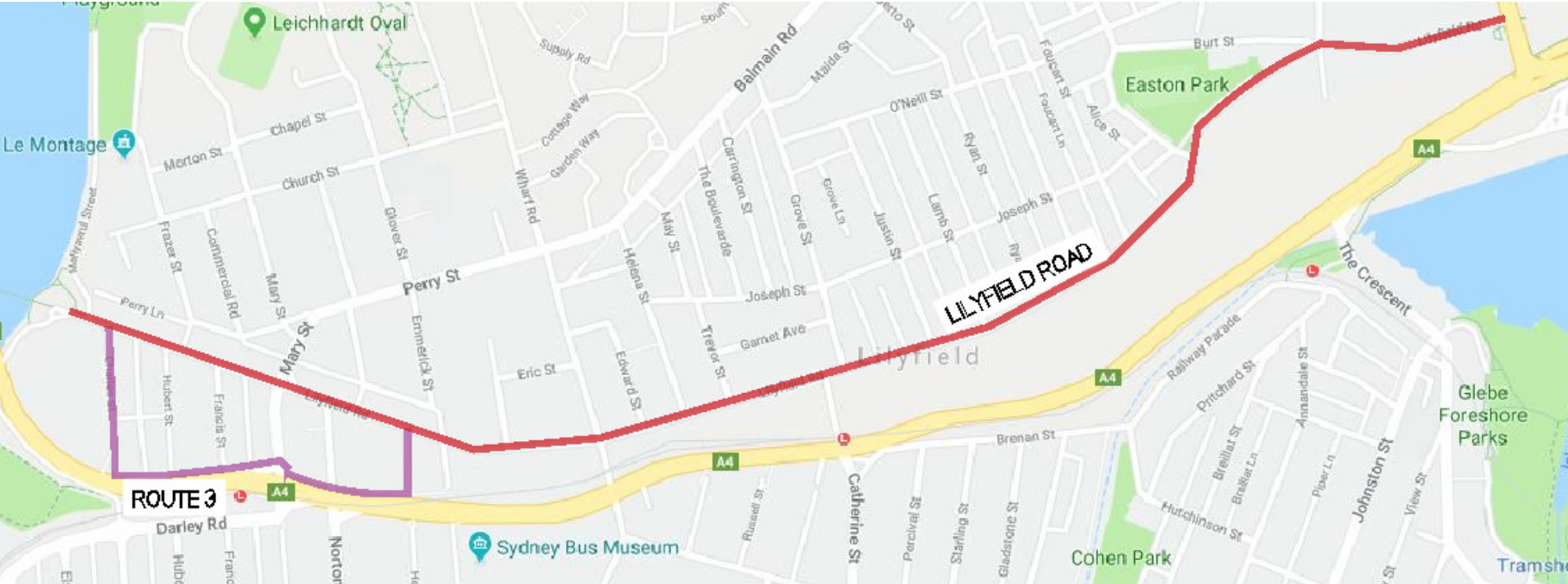


SUPPLEMENTARY ROUTE 3



CHARLES STREET TO HENRY STREET

Route (heading east)

- Charles Street
- Hubert Street
- Francis Street/ Wragge Street
- City West Link Road
- Henry Street

General Description

Supplementary Route 3 starts at the intersection of Lilyfield Road and Charles Street before ending at the Lilyfield Road/ Henry Street intersection.

The route is 0.81km long, which bypasses 500m of Lilyfield Road, resulting in an increased travel distance of approximately 300m for Supplementary Route 3.

The route connects to the Bay Run in the west as well as Maliyawul Street bi-directional shared path in the north.

Features

An overhead footbridge bridge links Charles Street to Leichhardt North light rail station providing a north-south connection over the City West Link Road.

There is an informal reserve is located adjacent Henry Street.

Major Existing Cycle Facilities on Route

Currently, there are no existing cycle specific facilities on this route. There is potential for the existing pedestrian footpaths to be widened to form shared paths between Charles Street and Hubert Street, Wragge Street and James Street as well as City West Link Road to Henry Street.

Advantages and Disadvantages of Route

Advantages

- The majority of the route is off-road;
- Route 3 is the shortest route of the options considered; and,
- Consists of quiet residential streets with low traffic volumes and vehicle parking turnover.

Disadvantages

- Two sections of the route have right angled turns due to the brick barrier walls which may be difficult to navigate for cyclists;
- If the pedestrian paths were converted to shared paths, the increased bicycle volumes may impact pedestrians using these paths;
- A crest is located at the Charles Street/Fairlight Street intersection potentially causing visibility issues;
- A section of the route is adjacent City-West Link Road between James Street and Henry Street. The road is a major thoroughfare with a sign posted speed limit of 70km/hr;
- Multiple signalised crossings are located on the route including the James Street/City-West Link Road intersection at the median island and Norton Street/ City-West Link intersection. A zebra crossing is located at James Street/ City-West Link on the slip lane. These crossings will require upgrading;
- Mature gum trees are located in parking lanes and along the verge at Henry Street, reducing road width and limiting treatment types;
- Buttress tree roots have caused sections of the existing footpath to uplift;
- Limited space for treatments between sound barrier wall, property boundaries and adjacent utilities including power poles; and,
- The installation of lighting would be required. There may also be community concerns for safety as the potential for passive surveillance is limited and conflicts with the principles of CPTED.