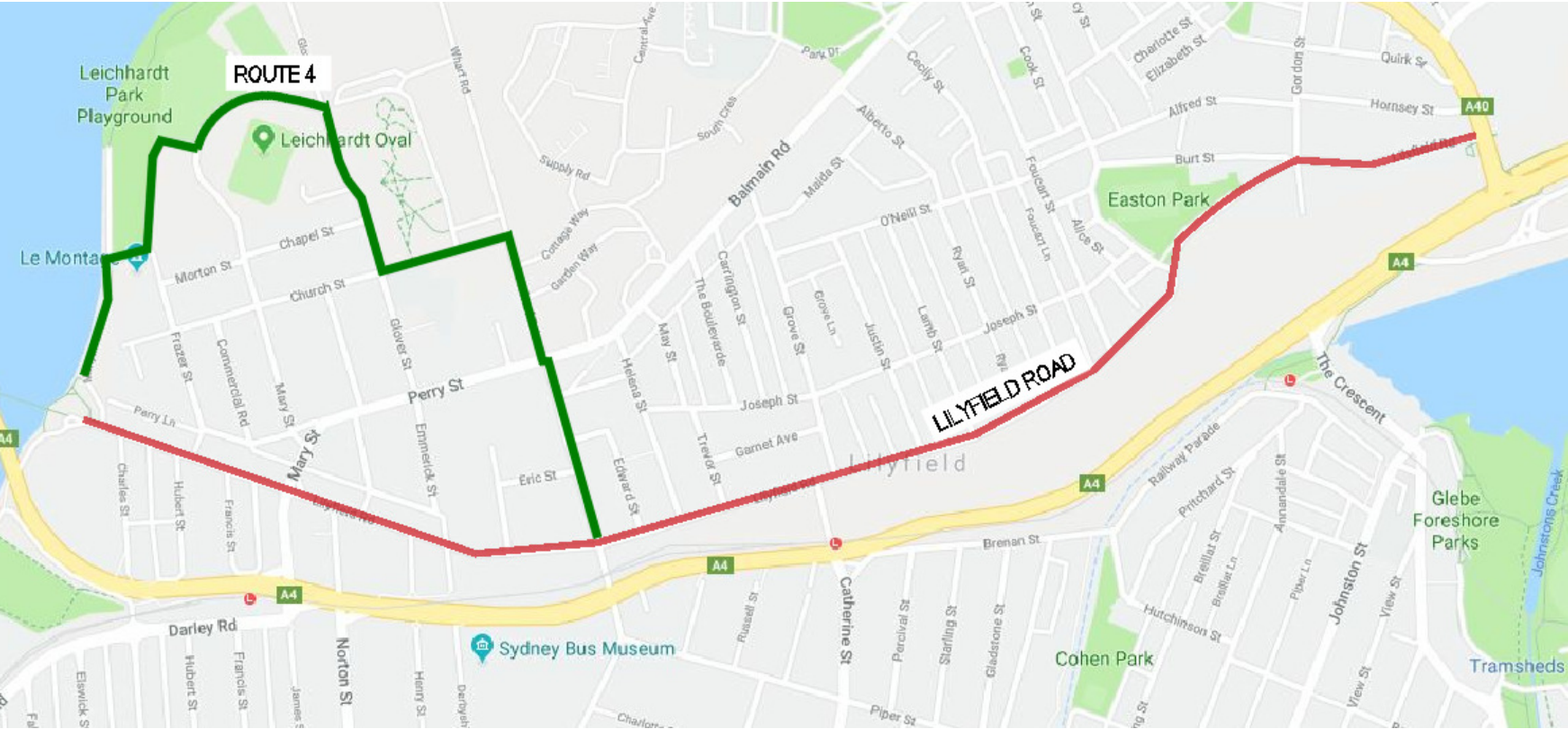


SUPPLEMENTARY ROUTE 4



- MALIYAWUL STREET TO BALMAIN ROAD
- Route (heading east)
- Maliyawul Street
 - Frazer Street
 - Mary Street
 - Glover Street
 - Church Street
 - Wharf Road
 - Balmain Road

General Description

Supplementary Route 4 starts at Maliyawul Street, travels along streets adjacent recreational facilities and parklands before ending at the Lilyfield Road/ Balmain Road intersection.

The route is 2.9km long, which bypasses 870m of Lilyfield Road, resulting in an increased travel distance of approximately 2km for Supplementary Route 4.

This route was suggested by local BUGs (Bicycle User Groups) during a recent stakeholder meeting.

Features

There are two one way streets for vehicles along the route. Frazer Street is one way for vehicles travelling northbound and Church Street is one way only for vehicles travelling westbound, meaning eastbound cyclists will be required to travel contra flow.

Whilst there are no public transport bus stops along the route, there are several bus stops for community busses to gain access to health service providers on Glover Street, Church Street and Wharf Street.

The route is located adjacent various open space and recreational areas including Hippo Park, Leichhardt Aquatic Park and Leichhardt Oval #2 as well as the Sydney branch of the University of Tasmania.

Major Existing Cycle Facilities on Route

- A bi-directional shared path with cycle-only off ramp at Maliyawul Street
- On-road shoulder cycle lanes in both directions on Balmain Road

Advantages and Disadvantages of Route

Advantages

- The streets on the route are relatively quiet when no sporting activities are occurring;
- Minimal potential landscape and open space losses will be incurred if providing cycle facility adjacent;
- If starting at Maliyawul Street, the route involves predominantly left hand turns. The two right hand turns on the route are on quiet and low speed streets;
- Potential cycle facilities will have minimal impact to the existing pedestrian facilities as most of the proposed route is on road;
- Part of the route uses an existing bi-directional shared path which connects to the Bay Run; and,
- Existing cycle shoulder lanes are located on Balmain Road.

Disadvantages

- Multiple speed cushions are present along the route at Mary Street and Glover Street;
- Potential conflicts where 90 degree vehicle parking (some of which is signposted front to kerb) is provided adjacent sections of mixed traffic on the route;
- Weekend sporting activities are likely to increase traffic and parking demand in the area which may adversely impact cyclist safety, particularly around high turnover parking locations;
- The majority of the route proposed involves mixed traffic including sections uphill, some which are quite prolonged; and,
- Cyclists would be required to navigate the busy Wharf Road/ Balmain Road intersection without dedicated provisions for crossing.