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Monday 25 February 2013

To:

**Councillors of Leichhardt Municipal Council**

AllCouncillors@lmc.nsw.gov.au

**Re: Item E02 - Ordinary Meeting of Leichhardt Council 26 Feb 2013**

**Moore St Bridge Linemarking (Booth St S-Bend cycleway treatment)**

BIKESydney is an incorporated not-for-profit community organisation affiliated with Bicycle NSW that advocates on behalf of people who ride bicycles living and working in the central Sydney area. BIKESydney sits on several bicycle planning committees including the City of Sydney's Local Pedestrian, Cycling and Traffic Calming Committee ("Traffic Committee") and Leichhardt Municipal Council's Bicycle Advisory Committee.

BIKESydney has come to understand that Leichhardt Council is considering the installation of a green bike lane for westbound travel through the Booth St S-bend (Item E02 of the agenda for Council's Ordinary Meeting 26 Feb 13). BIKESydney's interest in this matter stems from the fact that Booth St serves as a major feeder route for cyclists into the central Sydney area.

**We urge Council to reject this proposal and instead adopt a concept that includes a shared traffic zone (no devoted bike lane and instead, bike logos in the centre of the travel lane) for westbound travel through the S-bend.**

This preference for a shared traffic zone westbound is based on the following justifications:

- The treatment is safer for cyclists as it integrates them with the traffic stream rather than requiring them to segregate from it;
- Removes the risk of sideswipes in the bend or accidental strays from the bike lane by inexperienced cyclists;
- If installed, vibra lines may destabilise cyclists if crossed;
- The treatment would maintain consistency with the road design of Booth St leading into the S-bend, where cyclists are encouraged to ride in the traffic lane;

- Council is presently considering reducing the speed through Booth St to 40km/h, thus improving safety by reducing the speed-differential between vehicle types through the S-bend;
- Council diagrams in appendix D of Item E02 confirm that the swept path of articulated vehicles travelling west through the S-bend will encroach into the proposed bike lane;
- Debris often collects in kerbside lanes, and in this case, there exists a large fig tree and several eucalypts overhanging the road shoulder;
- Advice from independent consultant experts in the field does not support the use of bike lanes in this situation.

We note that the proposal was not presented to Leichhardt Council's Bicycle Advisory Committee (on which BIKESydney sits) for its consideration of the concept.

Please don't hesitate to contact us should you require further information. We would appreciate the opportunity to expand on the points made in our submission.

Yours sincerely

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BIKESydney  
President

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