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To:

The Project Officer - Booth Street Masterplan
Leichhardt Municipal Council

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5 March 2014

BIKESydney's Submission to the Booth Street Masterplan

This is BIKESydney's submission to Leichhardt Council's Booth St Masterplan public consultation. We are very supportive of the direction Masterplan and congratulate Council on a progressive design. We seek to have the Masterplan reach further in respect of cycling access and safety requirements and include the following ideas for your consideration.

Introduction

BIKESydney is an incorporated not-for-profit community organisation.

We want to live in a city:

- Where riding a bicycle is part of everyday life
- That is vibrant, healthy, productive, creative and robust
- That values community, mobility, health, wellbeing social equity and sustainability
- Where people of all ages can make easy choices to ride a bicycle, walk and take public transport.

We advocate on behalf of our members and people who ride bicycles who live and work in the inner Sydney area.

Documentation Reference

Our submission is based on the Masterplan's documentation presented (as at March 2014) at:

<http://www.leichhardt.nsw.gov.au/About-Council/Public-Consultation/Plans-on-Exhibition/Booth-Street-Master-Plan>

BIKESydney's Recommendations for the Final Masterplan

BIKESydney's advocacy is directed at good place-making rather than a focus for provisioning for cycling only. We have a view that cycling will better prosper from good-placemaking than it will from prosecuting cycling-only interventions (although these are often necessary as "catch-up" measures, often to redress safety issues).

To this end, we congratulate Council on its progressive re-design of the "high street" that includes some very welcomed elements. BIKESydney is supportive of the overall scheme although we include some further recommendations aimed at improving amenity and safety in concert with Control C1 and in particular Control C7 of Council's Development Control Plan (Part C, Section 2, page 142) for the *Booth Street Distinctive Neighbourhood* (<http://www.leichhardt.nsw.gov.au/Planning---Development/Planning-Controls/DCPs/DCPs>)

Control C1:

Encourage development of a local neighbourhood centre, utilising the existing mix of commercial and residential uses and taking full advantage of the proximity to public transport services and pedestrian and cycle links;

Control C7:

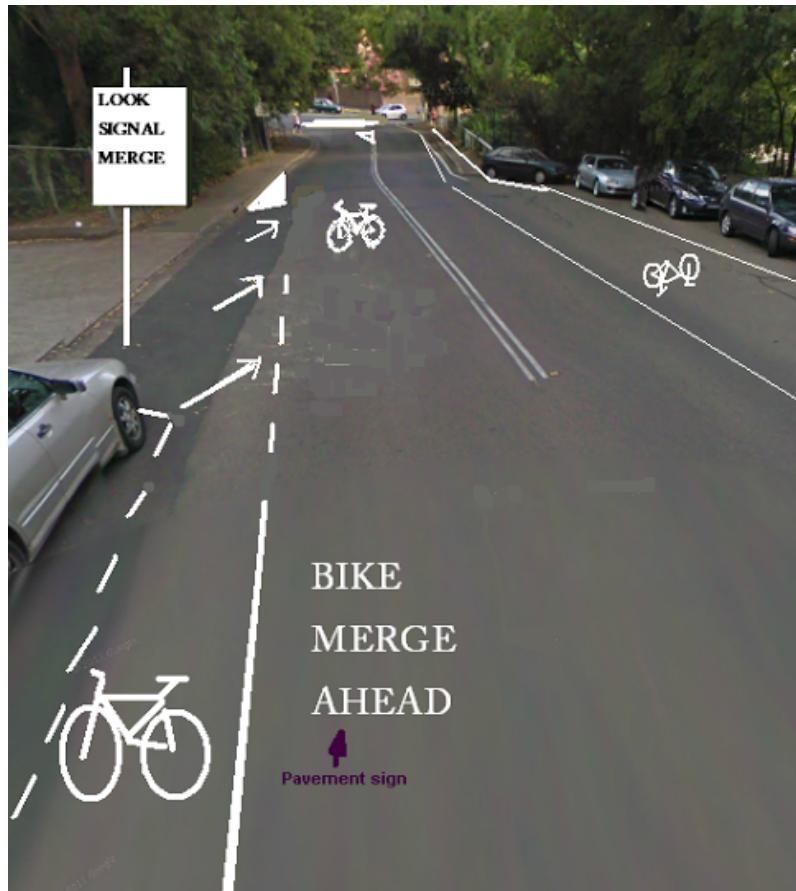
Improve the environmental amenity, interest, facilities, **safety and ease of access** for pedestrians and cyclists using the neighbourhood.

We commend Council's proposed scheme for Booth St Masterplan for including:

- 40km/h speed limits throughout the precinct;
- kerb build-outs;
- on-street bike parking corrals (although these are not placed optimally);
- increased bike parking;
- attribution of available road space as bike lanes on uphill sections and mixed traffic on downhill sections;
- traffic calming devices to support that treatment approach;
- narrowing of vehicle travel lanes (particularly on downhill runs). It's important that the combined width of any cycle+vehicle travel lanes avoids falling within the range 3.2-3.7m which entices motorists to overtake dangerously.

We would recommend that the scheme be amended to improve access and safety for cyclists by:

- having all pavement bicycle logos (PS-2 logos) placed in the centre of the travel lane, not at their edges;
- extending the 40km/h zone west of the Moore St bridge as the existing road design encourages vehicles to speed through the "Whites Creek S-bend" and cut into the cycling lane. This is still a barrier to cycling to/from the area;
- extending the 40km/h zone south to Pyrmont Bridge Road in order to facilitate walking and cycling trips into the high street from those in the Trio Apartments (Alexandra Drive);
- introducing new traffic management on the southern approach to the Booth St/Wigram Rd roundabout which is presently a dangerous pinch point for cyclists (arriving from Mallett St). While our preferred solution would be an off-road/out-of-roundabout treatment we understand that infrastructure adjustments to the roundabout and the attaching Sydney Water bridge (to the south) necessarily depend on other agencies. Further, we have confirmed that neither Leichhardt Council nor the City of Sydney have any plans to upgrade or re-design the Booth St/Wigram Rd roundabout, thus leaving the only opportunity to provide safe carriage of cyclists through the roundabout to the traffic management of the approaches. As previously advised, we believe that narrowing of the travel lane, particularly at the approach to the roundabout, and introduction of a cycle lane is a feasible approach here (as indicated in the figure below - picture courtesy of Bob Moore, Bike Leichhardt).



- A protected right turn treatment for cyclists seeking to turn right into Taylor St (North) in order to access the very desirable off-road Johnstons Canal cycling routes. Note that the City of Sydney is presently exhibiting plans to increase walking and cycling provisioning through the parklands which will significantly increase cycling traffic volumes via Taylor St;
- Re-locating the proposed on-street bike parking corrals to positions immediately adjacent to high-turnover land uses (cafes, take away stores, supermarkets) lest they be under-utilised and therefore perceived as an unsupportable provision in future installations. We believe the proposed on-street corrals to be the first proposed in the Leichhardt local government area and thus they should be positioned to optimise their chance of success. We believe the locations proposed for the on-street corrals are sub-optimal. We commend to Council a reading of the following research paper that lends evidence to how retail spend is improved by (we stress) *judicious* placement of on-street bike parking corrals:

<https://www.bicyclenetwork.com.au/media/vanilla/file/good%20design%20guide/on%20street%20parking%20-%20lygon%20st%20Australian%20Planner%20june%202010.pdf>

- Re-location of, and increase in the number of bike parking rings proposed in the scheme. Some appear placed sub-optimally in that they are placed away from uses with greatest turnover rates (eg, supermarket, cafes). BIKESydney would be happy to advise the preferred location of bike parking rings. We acknowledge that parking can be added incrementally as demand dictates.

Closure

We're heartened to see the adoption of some of our earlier recommendations to Council (July 2013) such as on-street bike parking corrals which energises us to stay engaged and work with Council on its future efforts to improve liveability around other high streets in the local government area.

We congratulate Council on presenting a progressive concept although urge Council to consider adopting our recommended amendments.

Please feel free to contact us should you require any clarification or wish to discuss other matters.

Yours sincerely

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