

Item 54.**Traffic Treatment – Streetscape Improvements – Booth Street and Alexandra Drive, Annandale and Camperdown**

TRIM Container No.: 2018/495104

Recommendations

It is recommended that the Committee endorse the following in Annandale and Camperdown:

- (A) Footpath widening and installation of a shared path on the eastern side of Booth Street between the points 0 metres and 8.8 metres, north of Alexandra Drive;
- (B) A one-way (southbound) separated cycleway on the eastern side of Booth Street between points 8.8 metres and 71.5 metres north of Alexandra Drive;
- (C) Footpath widening on the eastern side of Booth Street between points 52 metres and 93.4 metres, north of Alexandra Drive;
- (D) A shared path on the northern side of Alexandra Drive between the points 0 metres and 24 metres, east of Booth Street; and
- (E) Reallocation of parking on the eastern side of Booth Street between points 52 metres and 100 metres, north of Alexandra Drive as “No Stopping”.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Roads and Maritime Services	[Insert]	[Insert]
NSW Police – Leichhardt PAC	[Insert]	[Insert]
Representative for the Member for Balmain	[Insert]	[Insert]

Decision

Decisions will be updated after the meeting.

Background

The Booth Street Bridge in Annandale spans the Johnston Creek Sydney Water stormwater channel south of Wigram Road, and is jointly owned and managed by the City (northeast side of bridge) and Inner West Council (southwest side of bridge).

The Booth Street carriageway is located above the Booth Street Bridge but is not structurally connected with the bridge itself. Between the Booth Street carriageway and the bridge arch is approximately three metres of fill.

Structural investigations of both the bridge and the carriageway identified the need for remediation and strengthening works to the bridge arch and reconstruction works to the spandrel walls and carriageway of Booth Street.

As part of these works, the City is also proposing to widen the footpath and provide a one-way (southbound) separated cycleway on the eastern side of Booth Street to improve access and safety for pedestrians and people riding.

Comments

Footpath Widening

The footpath on the eastern side of Booth Street bridge is 1.3 metres wide, while south of the bridge the footpath is 1 metre wide. The City is proposing to widen the eastern footpath of Booth Street in the vicinity of the bridge to a minimum of 2 metres to improve access, safety and amenity for people walking in the area.

Southbound Separated Cycleway

Bicycle riding is supported as a low cost, environmentally friendly mode of transport that can help to improve the liveability of our towns and cities. Under the City's draft Cycle Strategy and Action Plan 2018-2030, Booth Street and Alexandra Drive are designated regional cycle routes.

To improve the safety of cyclists on Booth Street, the City is proposing to provide a separated cycleway for southbound riders. The cycleway will provide dedicated space for people riding south (uphill) on Booth Street when they are travelling slower than vehicles. The separated cycleway narrows from 2 metres to 1.5 metres wide at its southern end in order to provide a 3.5 metre wide northbound traffic lane and 2.3 metre wide parking lane on the western side of Booth Street, as required by Inner West Council.

Cyclists travelling downhill (northbound) on Booth Street will travel in mixed traffic. Due to the grade of Booth Street, northbound riders travel at a similar speed to vehicles which is conducive to safe on-road riding.

To accommodate the footpath widening and separated cycleway, two kerbside parking spaces will be removed from the eastern side of Booth Street.

Shared Path

A shared path is proposed on the northern side of Alexandra Drive to provide a connection for southbound and eastbound riders between the proposed separated cycleway on Booth Street and the on-road cycle route on Alexandra Drive.

According to Transport for NSW Centre for Road Safety, the recommended minimum shared path width is 2.5 metres, which is based on Austroads guidelines. The path on the northern side of Alexandra Drive is 3 metres wide which exceeds the minimum recommended shared path width.

According to Transport for NSW Centre for Road Safety research findings published in August 2015, shared paths represent a relatively low safety risk. Signage and pavement markings will be installed to increase awareness of the shared environment, reinforce pedestrian priority and encourage slow speeds for cyclists using the shared path.

The whole proposal will result in a loss of two parking spaces on the eastern side of Booth Street.

Consultation

The City consulted local residents and businesses in the area. There were 248 letters sent out with five responses supporting the proposal.

One of these submissions raised concerns about the interaction of people walking and riding on the proposed shared path on Alexandra Drive. Due to the grade of Booth Street, southbound cyclists will be riding uphill in the separated cycleway and as a result travelling slowly when transitioning to the shared path. Signage and pavement markings will be installed at this location to increase awareness of the shared environment and reinforce pedestrian priority.

Another submission raised concerns about vehicles currently stopping on Booth Street between the bridge and roundabout, which is currently signposted as "No Parking". It is proposed to reallocate the "No Parking" to "No Stopping" along the eastern side of Booth Street between the proposed garden bed and roundabout to prevent vehicles from stopping at this location.

Financial

Works at the bridge will be funded on a 50-50 basis with Inner West Council. Funds for works at the bridge are available in the City's Bridge Renewal budget. Funds are available in the Cycling Safety Program for the other improvements.

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