



Greenwich Community Association Inc

PO Box 5057, Greenwich, NSW 2065

For current committee contact details see www.greenwich.org.au

12 August 2019

The General Manager,
Lane Cove Council,
PO Box 20
LANE COVE 1595.

SU1330 2019 Bike Plan Submission

Dear Mr Wrightson,

The Greenwich Community Association (GCA) thanks you for the opportunity to comment on the proposed new Bike Plan for Lane Cove.

The Association notes that the National Cycling Participation Survey of 2017 reflects that only 12.6% of Lane Cove residents ride a bike in a typical week and that 48% of those surveyed felt uncomfortable riding in Lane Cove, with 73% saying more off-road bicycle lanes would encourage cycling in our area. We note that 87% ride for recreation, with only 22% for commuting & only 21% to places of education.

The GCA recognises that Greenwich is becoming increasingly family focused and appreciates that the Bike Plan is designed to encourage more people to ride bikes on a regular basis. The GCA has assessed the proposed Bike Plan from this perspective, with particular emphasis on the benefits for the majority of Greenwich residents. Cyclists, from the Lane Cove area and elsewhere, who are more regular on-road riders, may have concerns that we have not sought to cover in this submission.

Broadly speaking, we are fully supportive of the proposed Bike Plan Draft, but we do have a few concerns along with some suggested improvements.

1. *The GCA strongly endorses several new proposed pieces of infrastructure in the plan, which will have a huge benefit for Greenwich residents and significantly enhance safety concerns. These include:*
 - 1.1 Making cycling more resident friendly, by focusing on a network of SUPs, and NOT on-the-road cycling.
 - 1.2 An overpass of River Road from Berry Road to Wilona Ave., with additional ramps to Eastview Street and Canberra Avenue.

A small, handwritten mark or signature in the bottom right corner of the page.

We note that there are several plans on exhibition that indicate a proposal to install traffic lights at the corner River Road and Canberra Ave. We regard the option of traffic lights at Canberra Avenue without the addition of this overpass as inappropriate, especially for cyclists and pedestrians. Lights alone, at Canberra Avenue would be extremely dangerous, short-sighted and fraught with dangers for both cyclists and pedestrians.

We fully support the proposed overpass of River Rd, **with two exit / entry ramps on each side** of River Road (Berry Road and Canberra Avenue / Wilona Ave and Eastview Street). We ask Council to work with the RMS, to ensure this overpass SUP proceeds without undue delay. In the event that there are compelling technical impediments to this proposal, we request Council to consult with the community and implement plans for an overpass that does not involve the uphill climb inherent in an overpass at Canberra Ave.

We note that this overpass offers significant benefits for residents and commuters in Greenwich and in the St Leonards Crows Nest precinct:

- With the substantial increase in approved residential development in the St Leonards Crows Nest area, there is an urgent need for a safe SUP overpass of River Road near Canberra Ave. This is already necessary, irrespective of future development proposals in the area.
- An overpass, as we propose, would allow a safe crossing of River Rd for both pedestrians and cyclists.
- To cross at Canberra Avenue with traffic lights would involve significant safety concerns with downhill traffic having to slow down and stop, along with disruption to the ever-increasing traffic flow along River Rd. In short we oppose crossing River Rd at the Canberra Avenue location.
- To cross at Canberra Avenue without traffic lights but a ramp in this location alone, would involve a significant uphill climb to achieve the elevation needed to be above power lines, etc. Wilona to Berry Street avoids these issues.
- An overpass, as we propose, would allow residents direct access to Wollstonecraft and St Leonards Stations. Many residents south of Pacific Highway would prefer the downhill walk to Wollstonecraft Station, rather than an uphill climb to St Leonards Station.
- It would also provide direct off-road access to the Greenwich Public School (both Greenwich Rd and Kingslangley campuses) for those north of River Road via Wilona Avenue, Wilona Avenue linking pathway which can become a SUP, to the SUP along Greenwich Rd.
- Safe and direct SUP access to Greenwich shops
- Safe and direct SUP access to the Crows Nest Metro Station and St Leonards Station for Greenwich residents.
- Safe and direct SUP access to Greenwich Ferry and the Greenwich Baths for St Leonards Crows Nest residents.
- Favourable grades without the need for cyclists and prams to dip

- right down to Canberra Ave. The height at the end of Berry Rd and a short distance up Wilona Ave, would provide for a SUP bridge above the level of the power lines.
- With increasing traffic congestion this overpass can significantly reduce dependence on the car for these local journeys.
 - The overpass will mitigate disruption to the traffic flow along River Rd.
- 1.3 The proposed SUP from 266 Longueville Rd to the entrance to Lane Cove Golf Course.
 - The GCA strongly endorses the proposed SUP through the parkland from 266 Longueville Avenue to the entrance to the Lane Cove Golf Course on River Road, as this will provide a safe, direct and scenic route for cyclists and pedestrians, away from the dangers of driveways, cars and exhaust fumes.
 - The proposed development of seniors' housing at 266 Longueville Rd, provides the opportunity to fund the proposed SUP through the Parkland, with S.7.11 funding.
 - The existing footpath from the entrance to the Golf Course along River Rd to 266 Longueville Rd, has many dangers for cyclists and pedestrians. There are driveways with extremely limited vision. Service vehicles often obstruct the current footpath. The embankment on the footpath above the golf course makes the footpath too narrow to allow for widening. This section of footpath is therefore unsuitable for an SUP. Not only would it need widening, with much structural work, but also the removal of all trees along the current footpath, if this became an SUP.
 - 1.4 The proposed SUP under or alongside the proposed Plaza over the railway line at St Leonards, is essential to provide a direct SUP link to the Crows Nest Metro Station, via Christie St and Nicholson St.
 - We fully support a railway overpass, without incorporating steps or lifts.
 - We ask Council to work with the North Sydney Council, Transport NSW and the RMS, to ensure a SUP route can be assured to the Metro.
 - 1.5 The proposal to have SUPs on both sides of Greenwich Rd from the River Rd SUP to the shops.
 - We note that the existing SUP from River Rd to Greenwich Public School currently has no signage to confirm its status as an SUP. We ask that this is rectified, preferably with medium lines.
 - We also note that the stretch of new SUP from the Library to River Rd is inconsistent with design principals. We were very disappointed that the grant application was not fully utilised to provide the top SUP infrastructure that Greenwich deserves. The existing SUP is unnecessarily narrow in parts. We would like to see this rectified.
 - We support a second SUP on the shops side of Greenwich Rd, as



this provides a direct link from the River Rd SUP to the shops, without the need to cross Greenwich Road. With the increased Active Transport requirements in this area, brought on by the changing demographics and increased population, this is of great benefit. We also ask that any such SUP is not compromised by trees and that it involves the replanting of vegetation to make the route aesthetically pleasing.

- **1.6 The SUP along the Pacific Highway from St Leonards to Mowbray Rd.**
 - The existing footpath is full of ruts and hazards. With children up to 16 now allowed to ride on footpaths, and given the reluctance of adults to ride on the Pacific Highway, it is essential to upgrade the Pacific Highway footpath to an SUP.
 - We note that a temporary route is favoured for Ronald Ave to Kimberley Avenue. We are not in favour of money spent on a temporary route, as we see the Pacific Highway SUP as essential infrastructure. We also note that Kimberly Ave is very hilly, and Phoenix St. is a more realistic alternative.
 - We note that Willoughby Council also has plans for an SUP on their side of the highway. This is likely to be constructed prior to the Lane Cove proposal. So we seek links, with bike signage traffic lights at Berry Rd, Greenwich Rd and the top of Morven Gardens (North Sydney TAFE pedestrian crossing lights). This will provide better access for Greenwich residents to Chatswood and the Gore Hill Freeway Cycleway.
- **1.7 We strongly support the current Bike and Scooter Racks on Greenwich Rd [outside the school / opposite the shops]. These are well used by children and shoppers and should be retained as they are.**
 - It is noted that two additional bike rings are rarely used, mainly because of insufficient anchorage for children's bikes and scooters.
 - It is recommended that an additional bike rack, of the same design (to hold 4 bikes) is added to bike parking in this location.

2. *The GCA makes the following recommendations to the 9 proposed routes in the bike plan*

- **Route 1:**
 - We fully support this SUP route, as per our comments in 1.6 above.
- **Route 2:**
 - The GCA strongly endorses the proposed bi-directional bicycle path along Longueville Rd, from Austin Street to the intersection of River Rd West and Northwood Rd.
 - We do not support an SUP along Northwood Rd and River Rd, from the intersection of River Rd West and Longueville Rd to the entrance to the Lane Cove Golf Course. This is because of safety concerns.
 - We strongly endorse the proposed SUP link from 266 Longueville Rd

- to the entrance of the Lane Cove Golf Course. See 1.3 above.
 - We do support the link to Kenneth St. as this can lead to future more direct access to St Ignatius College and Hunters Hill High School.
 - The remainder of this route is outside our area, so no further comments.
- Route 3:
 - Outside our area, so no comments.
- Route 4:
 - Only part of this route concerns the GCA, as it partially provides access to Hunters Hill High School, which is the catchment area for Greenwich. Our comments are related to just Penrose Street to the Burns Bay Bridge.
 - The GCA is fully supportive of the proposed SUP from Penrose Street to the Burns Bay Bridge.
 - We note that part of this has already been constructed. We also note that the area by the overpass pedestrian bridge will require essential and significant shaving back of the cliff as the existing footpath is narrow and dangerous, with many hazards for cyclists and prams.
 - We also alert you to our preferred option for a more direct route to Hunters Hill High School. Refer 3 below.
- Route 5:
 - We fully support this SUP route, as it will provide direct and safe access for Greenwich residents to the Crows Nest Metro, Lane Cove Town Centre, Hunters Hill High School and Blackman Park sports fields.
 - We ask for an additional link, via traffic lights at the corner of Kenneth St and Longueville Ave to 266 Longueville Rd proposed SUP.
 - We fully support the proposed SUP from 266 Longueville Rd to the entrance to the Lane Cove Golf Course as outlined in 1.3 above
 - The GCA regards the widening of the cliff section of the River Rd footpath as absolutely essential and the top priority, due to extreme safety concerns for children, cyclists, prams and all who use it.
- Route 6:
 - We support the SUP along Greenwich Rd, between the Pacific Highway and River Rd.
 - We support an SUP on both sides of Greenwich Rd, between River Rd and the shops / Wardrop St.
 - We do not support a cycle lane in the traffic on Greenwich Rd, between River Rd and the shops / Wardrop St, as there is a high danger from opening car doors and also it is a direct busy route for school children and families.

- Greenwich Rd, between Wardrop St. and Manns Ave: This requires separation from traffic, especially on the uphill climb. We suggest a SUP is a better option, as it provides better protection for children. This could be on one side of the road.
 - Manns Ave: We propose a SUP on the Eastern side. This will provide low energy passageway and safety for children and families.
 - Manns Avenue to Greenwich Ferry: Ideally this would include an SUP, down Albert Street to the pathway leading to the end of Richard Street and then into Lower Serpentine Street, to the ferry.
 - Access needs to be considered for safe cycling to the Greenwich Baths, as this is extensively used by families and notably for the Nippers program on Sundays, when there is significant traffic congestion. An SUP link, mentioned above, could significantly reduce traffic congestion to Greenwich Baths.
 - Mitchell Street to Richard Street, to the pathway to Albert St is an option for the journey from the ferry.
- Route 7:
 - Outside our area, so no comments.
 - Support for the SUP from 266 Longueville Rd to the River Road entrance to the Lane Cove Golf Course is reiterated.
 - Route 8:
 - We note that only part of this route could directly benefit Greenwich residents and comment accordingly.
 - We support the section of SUP from River Rd West to Riverview Street.
 - We note that other sections of this route hold no direct relevance to Greenwich residents. However, if an SUP is completed around Burns Bay Reserve – refer to 3 below - this could provide an alternative option for Greenwich students riding to Hunters Hill High School or St Ignatius College via the River Road West SUP.
 - Please note our preferred option with a direct route to Hunters Hill, as outlined in 3 below.
 - Route 9:
 - Outside our area, so no comments.

3. GCA recommendations for additions to the plan:

- 3.1 Wilona Avenue and Wilona Laneway becoming an SUP to provide direct access for Greenwich residents to St Leonards and the Crows Nest Metro, via a River Road Overpass – refer 1.2 above.
- 3.2 An SUP [rail trail] along the Railway corridor from Wollstonecraft Station to St Leonards Station.

- **3.3 Reopening the underpass of Pacific Highway, beside the railway line at St Leonards, to provide direct access to St Leonards Station.**
 - A link should be investigated via this underpass, to the Willoughby side of the highway, and onwards to the Gore Hill Cycleway.
 - This would enable bike racks to be mounted right beside the station.

- **3.4 A direct route from River Road West at Warraroon Rd to St Ignatius College and Hunters Hill High School:**
 - The footpath on the eastern side of Warraroon Road should become an SUP, with a gutter dropdown opposite Yallambee Road, to facilitate cycling along Yallambee Rd to Wangalla Road, then down Wangalla Road to Carranya Road, crossing Carranya Road to Romani Avenue, down Romani Avenue to Flaumont Avenue, through the lane way at the end of Flaumont Avenue, leading to the roundabout at Riverview St (St Ignatius College).
 - The route could then proceed along Riverview St to Burns Bay Reserve. The footbridge at Burns Bay Reserve would lead to the foreshore where a short new SUP would need to be constructed beside the foreshore, in place of the existing very narrow and hazardous asphalt path, and linking to the relatively newly constructed SUP through parkland leading to the Sydney Rowing Club. This would then link with the proposed SUP along Burns Bay Road to the Burns Bay Bridge and Hunters Hill High School.

- **3.5 There are options that could be investigated to bypass parts of busy Greenwich Rd for access to the Ferry, via the wide streets: Carlotta St. and Chisholm St.**

- **3.6 A bike path on the road, on the north side of St Giles Avenue.**
 - There is no parking on the north side of St Giles Avenue.
 - This provides direct access to Wollstonecraft Station, via Smoothey Park bridge.

- **3.7 SUP link to Blackman Park, via Penrose Street, Johnston Lane, Boyle Lane, Wood Street and Lloyd Rees Drive.**
 - Blackman Park is one of the major local sporting fields for Greenwich residents and school children.
 - Much of the SUP infrastructure is in place from Greenwich to Blackman Park (much of River Road, River Road West, Penrose Street to Burn Bay Rd.)
 - We ask for the Penrose Street SUP to be extended to Johnston Lane, and then left into Boyle Lane to Wood Street. This appears to be shown on the plan map, but there is a **missing link along Wood Street**, from Boyle Lane to Lloyd Rees Drive (which leads directly to Blackman Park). We ask for this Wood Street link to be incorporated as a SUP.
 - To facilitate this we ask for a pedestrian / SUP crossing of Burns Bay

Road on the southern (Burns Bay Bridge) side. At present there is a need to cross at two pedestrian crossings, which is very frustrating and unrealistic for cyclists.

4. *Bike and scooter racks:*

- We support retaining the existing bike racks, as is, outside Greenwich Public School, opposite the Greenwich Shops.
- We suggest that an additional bike rack, with the same 4 bike design, is installed for the use of school children, parents and shoppers, as the roll of Greenwich Public School increases.
- We propose that similar bike and scooter racks be mounted at Greenwich Ferry terminal.
- We propose that similar bike and scooter racks be mounted at Greenwich Baths.
- We propose that similar bike and scooter racks be mounted at St Leonards Station.
- We ask for similar bike and scooter racks to be installed in the Lane Cove Plaza and the future Canopy.
- We note that the design of these particular bike and scooter racks is practical and perfect for children's bikes and scooters, and likewise for adult bikes – refer attached picture.

5. *Top priorities [in order] for the GCA*

- 5.1 Significant increase in bicycle infrastructure funding so the Bike Plan can be completed within the specified 5 year time frame.
- 5.2 River Rd cliff section of footpath widening from the dangerously narrow and hazardous footpath to an appropriate SUP. This is absolutely essential for safety reasons and must include a substantial concrete barrier to protect cyclists and pedestrians from speeding downhill traffic. It is imperative that this is completed without further delays, with or without RMS funding.
- 5.3 Overpass across River Rd from Berry Road to Wilona Avenue, with additional ramps to Eastview Street and Canberra Avenue. With no safe direct crossing of River Road for Greenwich residents, coupled with ever increasing traffic dangers, an overpass must be given imminent prioritisation.
- 5.4 Access to the Crows Nest Metro, via SUPs along Berry Street, through St Leonards streets and crucially as part of the proposed St Leonards Railway Plaza to Christie / Nicholson Street.
- 5.5 Completed and continuous SUP infrastructure along Greenwich Road from the shops / school to the Pacific Highway.

The GCA welcomes the opportunity to discuss this submission with Council officers.

Yours faithfully



Merri Southwood
President
Greenwich Community Association
southwood@bigpond.com
0412 361331

