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Andrew Beattie - Lane Cove Rd Ramp - ID is MP09_0049 MOD 1

From: Bicycle NSW Advocacy <advocacy@bicyclensw.org.au>
To: <advocacy@bicyclensw.org.au>
Date: 9/3/2012 10:48 PM
Subject: Lane Cove Rd Ramp - ID is MP09_0049 MOD 1
CC: <plan_comment@planning.nsw.gov.au>
Attachments: SubmissionToExhibitionOfLaneCoveRdRampEnvironmentalAssessment.pdf

Hi,

I am writing on behalf of Bicycle NSW regarding the Lane Cove Rd Ramp Environmental Assessment.

I have attached our submission regarding the plan.

Regards,

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'Creating a better environment for Cycling'

Bicycle NSW Submission

to the

NSW Department of Planning and Infrastructure

in response to

Exhibition of Lane Cove Rd Ramp Environmental Assessment

Document Info

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INTRODUCTION

Overview

Bicycle NSW has reviewed the Lane Cove Rd Eastbound Onramp Modification Environmental Assessment to provide feedback to help ensure that adequate provisions have been made to accommodate and encourage the use of bicycles for a variety of purposes.

Definitions

- **The Plan** will refer to the Lane Cove Rd Eastbound Onramp Modification Environmental Assessment.
- **The Department** will refer to the Department of Planning & Infrastructure.

About Bicycle NSW

Bicycle NSW is a member-based association with over 30,000 members and supporters.

We engage with government, business and the community to promote, advocate for, and support cycling in all its forms as a sustainable and healthy form of transport, recreation and tourism. We are committed to supporting our Members and our Affiliated Bicycle User Groups (BUGs) throughout NSW.

Our core mission is to create **a better environment for cycling in NSW.**

CURRENT CONDITIONS

The current intersection of the M2 and Lane Cove Rd provides poor connectivity between nodes of the bicycle network (red circles in Figure 1). Northbound bicycle facilities are non-existent and Southbound facilities consist of an on-road bicycle lane which is crossed by a high-speed freeway on-ramp.

These facilities do not provide a sufficient level of safety for even the most experienced of bicycle users. The inadequacy of the facility becomes particularly clear when considering children or other less-proficient bicycle users. The long, sweeping on-ramps encourage motor-vehicles to maintain speed in preparation for joining the motorway which creates a dangerous environment for pedestrians and bicycle users.

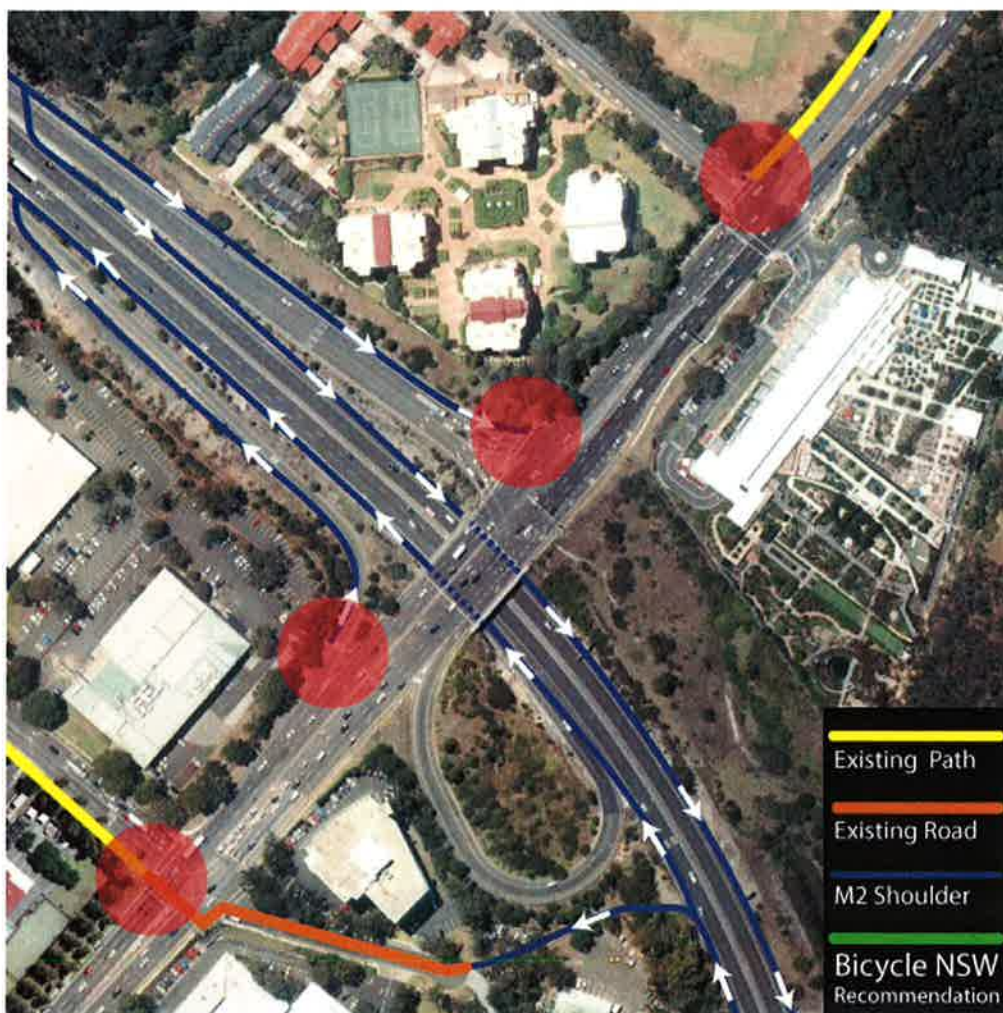


Figure 1: Existing situation (assuming bicycle access to M2)

ANALYSIS OF THE PLAN

The addition of the proposed Lane Cove Road Ramp increases the danger faced by both pedestrians and bicycle users on the eastern side of Lane Cove who are forced to cross the additional ramp. This increased danger has prompted GHD to recommend that:

"all pedestrian access on the eastern side of Lane Cove Road between Fontenoy Road and Talavera Road be closed. Pedestrians will be redirected via the signalised crossing at Fontenoy Road and the signalised crossing at Talavera Road. This aims to improve pedestrian safety due to the lack of formal pedestrian facilities and crossings on the eastern side of Lane Cove Road."

This solution improves pedestrian safety (while adding a considerable time penalty of 5 minutes), however, it does not address the decreased level of safety experienced by bicycle users.

Northbound bicycle users will continue to be forced to use Lane Cove Rd which is a dangerous, high-speed, high-traffic environment without a bicycle facility. Southbound bicycle users will be adversely impacted by the addition of a second high-speed vehicle crossing as outlined in **The Plan**.

There is clearly a need to provide a safe and efficient alternative for Southbound bicycle users who are impacted by the addition of the ramp. Considering that there are currently no existing facilities for Northbound bicycle users, there is an opportunity to "kill two birds with one stone" and provide for both Northbound and Southbound bicycle users with one facility.

The Plan does not mention how the proposed ramp plans to provide Southbound bicycle access from Lane Cove Rd to the M2 shoulder. This is an essential connection that allows bicycle users to bypass the dangerous North Ryde CBD and join the Epping Rd shared-use path.

RECOMMENDATIONS

Recommendation 1

Bicycle NSW recommends that **The Plan** includes appropriate facilities for bicycle users travelling Westbound on Lane Cove Rd or exiting Fontenoy Rd to access the M2 using the new Lane Cove Rd Ramp as shown in Figure 2.

The most appropriate way to provide this facility is to provide a grade-separated path on the South side of Lane Cove Rd from Fontenoy Rd to the new Lane Cove Rd Ramp. As the on-ramp leaves Lane Cove Rd, a transition ramp should be built to provide bicycle access to the shoulder of the M2.

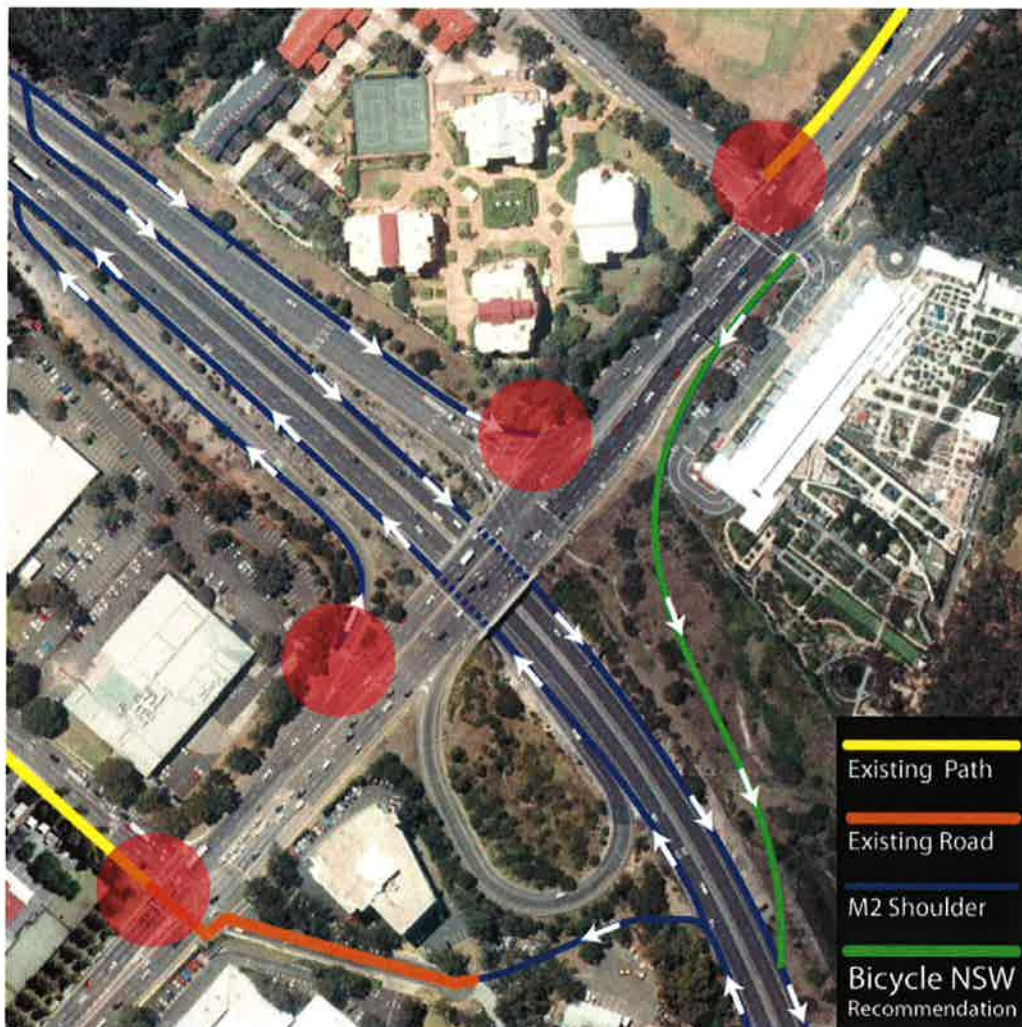


Figure 2: Recommended Connection from Fontenoy Rd to M2

RECOMMENDATION 2

Bicycle NSW recommends that **The Plan** includes the construction of a bi-directional shared path on the Western side of Lane Cove Rd between Fontenoy Rd and Talavera Rd as shown in Figure 3.

The recommended shared path would fill a missing link between a number of important routes including:

- the shared-use path between Yanko Rd and Fontenoy Rd (yellow).
- the shared-use path on Talavera Rd (yellow).
- the M2 shoulder (blue).

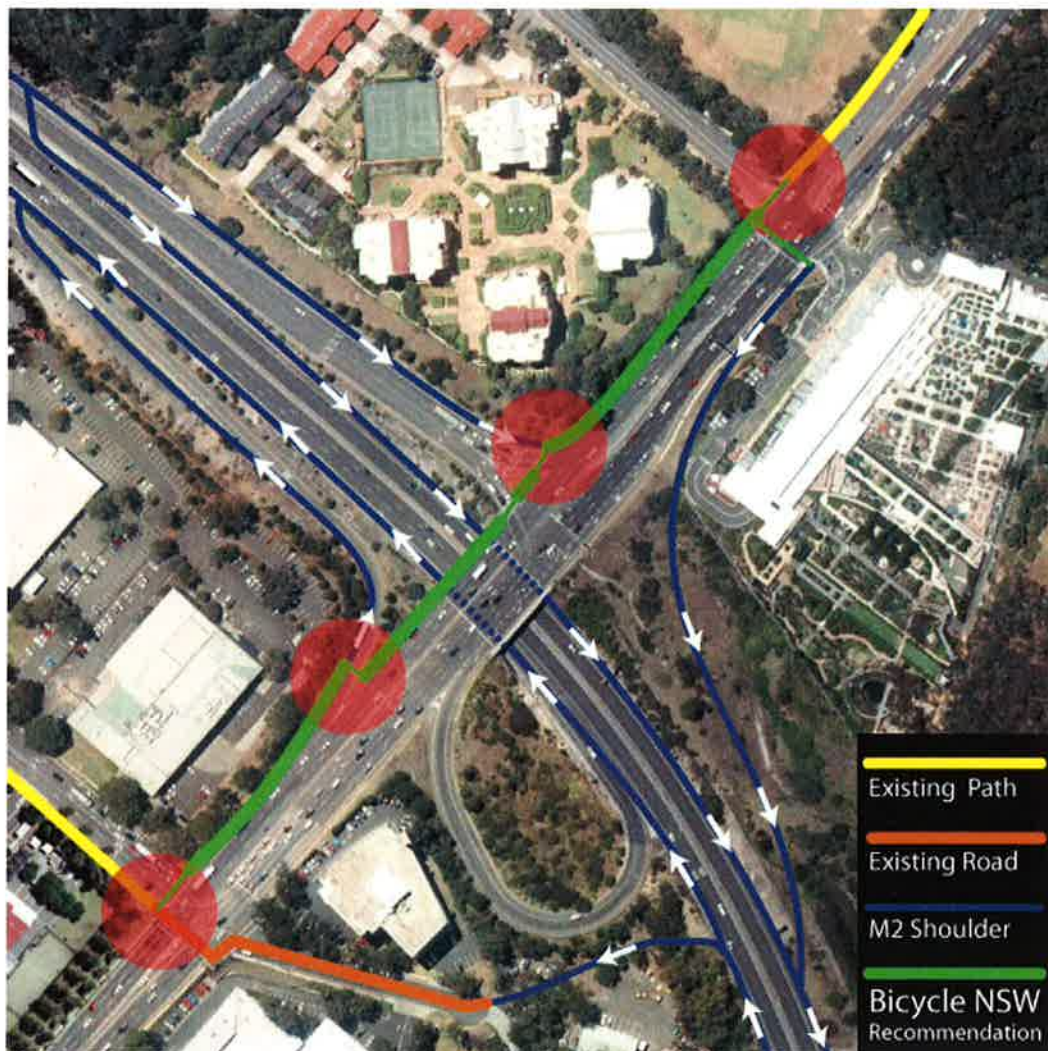


Figure 3: Recommended Shared Path on Lane Cove Rd